

The Hongkong Telegraph

(ESTABLISHED 1881)

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July 6 1915, Temperature 6 a.m. 84 2 p.m. 81
Humidity 83 87

July 6 1914, Temperature 6 a.m. 81 2 p.m. 79
Humidity 87 89

WEATHER FORECAST
RAIN
Barometer 29.72

2063 日四廿月五

TUESDAY, JULY 6, 1915.

二拜禮 日六廿月五 1915 SINGLE COPY 10 CENTS
\$36 PER ANNUM

TO-DAY'S LATEST WAR TELEGRAMS

BRITISH CARGO BOAT SHELLED.

CAPTAIN AND ELEVEN OTHERS KILLED.

Italians' Steady Repulse of Enemy.

AUSTRIAN LOSSES AGAIN HEAVY.

(Reuter's Service to The "Telegraph.")

ITALIAN COMMUNIQUE.

MORE SET-BACKS FOR THE ENEMY.

July 5, 12.45 p.m.
According to Reuter's correspondent at Rome, the feature of the operations along the entire front is the successful repulse of increasingly desperate Austrian counter-attacks. The Italian heavy guns continue to smash Malborghetto, doing special damage yesterday to Fort Ensel. Austrian counter-attacks supported a fierce artillery preparation. A communique declares that this was particularly intense in the Carnia region and was accompanied by machine-gun fire. Then the Austrian infantry endeavoured to re-take the positions which we had captured, but their counter-attack was completely defeated with heavy loss. The Italians also took five hundred prisoners, two guns, large quantities of rifles, ammunition and machine-gun material. The Italians, throughout, after repulsing counter-attacks, gained some ground. Prisoners say that the losses from Italian guns recently have been most heavy.

BRITISH STEAMER SHELLED BY A SUBMARINE.

July 5, 3.40 p.m.
The British cargo steamer Anglo-Californian, 5,600 tons which has arrived at Queenstown, was shelled by a submarine. Twelve persons were killed, including the captain, and eight were wounded.

GERMAN ATTACKS REPULSED.

July 5, 5.10 p.m.
According to Reuter's correspondent at Paris the Germans are suffering terribly in the Battle of Arras. Yesterday during the night they launched two violent artillery preparations. The first infantry attack was stifled at birth, and another against our positions before Souchez was completely defeated. The Germans left the trenches several times armed with grenades and pistols but were forced to fall back, leaving many corpses.
The enemy attack on the Labyrinth was immediately stopped by our fire. The Germans assumed the offensive yesterday afternoon and evening in the region of Pont-a-Mousson and from Feyenhaye to the Moselle on a front of five kilometres. The enemy got a footing after extremely violent bombardment in their old lines previously captured by us, to the length of a kilometre in the western part of Bois Le Preire, but yet despite the terrific nature of the attack they were unable to get beyond these lines. The German attack on the heights of Biepert was defeated with most heavy losses.

(In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.)

WAR TELEGRAMS.

EARLIER TELEGRAMS.

RUSSIAN COMMUNIQUE.

GERMANS REVERSED IN SEVERAL PLACES.

July 5, 5.15 a.m.
A communique issued at Petrograd states:—
A Russian local attack in the direction of Radom resulted in the capture of trenches and several Austrian battalions.
There was fierce fighting on the 2nd and 3rd inst. between the Vistula and the Bug rivers and the enemy's offensive on the Wyznica stream was successfully stopped.
The enemy's attempts to advance in the direction of Zamoss and Krasostave, in the district where the river Volhyn joins the Vepz, caused desperate fighting on the 2nd and 3rd when the enemy lost most heavily.
The Russian vanguards, having held up the enemy's offensive on the Gnilalipa river, retired on the night of the 3rd to Zolotaiipa.

HOW THE DEUTSCHLAND WAS SUNK.

July 5, 5.20 a.m.
An official message from Petrograd reports that the German battleship Deutschland was leading the German squadron at the entrance to Danzig harbour when she was blown up.
A Russian destroyer also rammed a German submarine which was attempting to approach the Russian warships. The submarine was not seen again, while the damage to the destroyer was insignificant.

IMPORTANT FIND ON THE BAYERN.

July 5, 5.20 a.m.
It is announced in Rome that the cargo of the German liner Bayern which has been interned at Naples since outbreak of war, was found to consist of half a million revolvers, one hundred thousand rifles, two hundred thousand cases of ammunition, two hangars with four biplanes fitted with wireless and Maxim guns; one thousand aeroplanes; bombs, fourteen field guns; hundreds of tons of cement and two complete wireless stations.
Important military documents were also found hidden in the hold.

"OUR HATEFUL ENEMY, GERMANY."

July 5, 5.30 a.m.
General Mack of the French Army states that at Gallipoli on June 4, General Gouraud, the Commander-in-Chief, stirred his troops to enthusiasm with the following order:—
"The moment has come to assault the Turkish lines in conjunction with our British comrades. Not an inch of conquered ground must be abandoned. Soldiers, in advancing against the enemy, you must remember that you are still fighting our hateful enemy Germany, who stirred up against us the Turks who were formerly our friends. Therefore, you will show mercy to all Turks who surrender."

MORGAN'S ASSAILANT A GERMAN.

July 5, 5.30 a.m.
A Chicago newspaper states that Holt's real name is Erich Muentner, and that he was born in Germany, whence he disappeared after his wife's suspicious death, having re-married on the eve of it.

GERMAN SUBMARINE RAISED.

July 5, 5.30 a.m.
Reuter's correspondent at Amsterdam quotes the Telegraph as authority for the statement that the U 30 (sunk at the mouth of the Ems) has been raised, only one of the crew being dead after thirty-six hours' submergence.

THE ZEPPELIN RAIDERS.

About 90 Bombs Dropped.

The Secretary of the Admiralty made the following announcements on June 1.
1.25 a.m.
Zeppelins are reported to have been seen near Ramsgate and Bexhill, and in certain outlying districts of London.
Many fires are reported, but these cannot be absolutely connected with the visit of airships.
Further particulars will be issued as soon as they can be collected and collated.

5 p.m.
In amplification of the information which appeared in this morning's papers the following particulars of last night's Zeppelin raid in the Metropolitan area are now available for publication.
Late last night about 90 bombs, mostly of an incendiary character, were dropped from hostile aircraft in various localities not far distant from each other. A number of fires (of which only three were large enough to require the services of fire engines) broke out. All fires were promptly and effectively dealt with only one of these fires necessitated a district call. The fires were all caused by the incendiary bombs referred to. No public building was injured, but a number of private premises were damaged by fire or water.
The number of casualties is small. So far as at present ascertained, one infant, one boy, one man, and one woman were killed, and another woman is so seriously injured that her life is despaired of. A few other private citizens were seriously injured. The precise numbers are not yet ascertained.
Adequate police arrangements, including the calling out of special constables, enabled the situation to be kept thoroughly in hand throughout.

Detailed Reports Forbidden.
The following intimation was officially issued at 12.40 yesterday morning:—
The Press are specially reminded that no statement whatever must be published dealing with the places in the neighbourhood of London reached by aircraft, or the course proposed to be taken by them, or any statement or diagram which might indicate the ground or route covered by them.

The Admiralty communique is all the news which can properly be published.
These intimations are given in order to secure the public safety, and the present intimation may itself be published as explaining the absence of more detailed reports.

German Version.

Amsterdam, June 1.
The official communique issued in Berlin to-day says:—
As a reprisal for the bombardment of the open town of Ludwigshafen, we last night threw numerous bombs on the wharves and docks of London.

Enemy airmen last night bombarded Ostend damaging some houses without causing any other material loss.—Reuter.
It may be recalled that what was bombarded at Ludwigshafen was not the open town, but the great chemical works where presumably the poison gas of the Germans is manufactured.

Anti-German Rioting.
Probably as a consequence of the air raid acute anti-German feeling has broken out again in London.
In Shoreditch angry mobs surrounded the premises of people suspected to be of German nationality. They attacked shops which had suffered in the previous rioting and had been barricaded. In some cases the barricades were pulled down and the rioters gained admission to the premises where a great deal of damage was done.

THE PING SUEY TWICE ATTACKED.

An Exciting Morning.

The steamer Ping Suey, of the Blue Funnel Line, which arrived at Plymouth on May 29, narrowly escaped being sunk by two German submarines in the English Channel. She was bound from Batavia to London with a general cargo, and was commanded by Capt. Bis. Her crew numbered between 40 and 50, including several Chinese.
About 4.20 in the morning the crew were surprised by a shot, which passed across the bows of the ship. Capt. Bis gave the engineers orders to go full speed. As a result the Ping Suey soon attained a speed of 14 or 15 knots. The submarine, which was coming at full speed after the ship, was now seen to be rapidly overhauling her. She was equipped with "wireless," and when first seen was on the surface, about two miles away.

The light was not at all good when the submarine opened fire, and her aim was not particularly accurate. After a stern chase, the latter apparently "had enough," and when last seen had swung away under the stern of the Ping Suey. The liner was struck more than once. Shells burst over the bridge, and one struck the vessel aft, damaging the poop and smashing the ship's anchor into three pieces. One of the Chinese asleep in his bunk was struck by the splinter of a shell, and on the vessel's arrival at Plymouth he was removed to hospital.

But the Ping Suey had yet another enemy to face before she reached Plymouth Sound. About 9.30 a second hostile submarine appeared, but fortunately Admiralty vessels came to the liner's assistance, and the submarine at once made off. Captain Bis informed Admiral Sir George Egerton, Naval Commander-in-Chief, Devonport, of what had occurred.

In the case of a ship in Hoxton-road, Shoreditch, the occupant, when the premises were entered and was pursued down the road by the infuriated mob.

Air Raiders Promoted.

It is announced in "Naval Appointments" published in another column that Flight Commanders T. G. Heisterington, de O. W. P. Ireland, J. T. Babington, D.S.O., F. F. T. Hewlett, A. W. Bigsforth, A. C. Barnby, H. Fawcett, and R. P. Ross have all been promoted to the rank of Squadron Commander, with seniority of May 27.

Flight Commander Babington was one of the three airmen who raided the Zeppelin factory at Friedrichshafen last November.

Flight Commanders Hewlett and Ross took part in the raid on Ouzhaven on Christmas Day. The former came down owing to engine trouble and was missing for a week, which he spent on board a Dutch trawler.

Flight Commander Bigsforth on May 17 dropped bombs on the Zeppelin which attacked Ramsgate and is believed to have severely damaged her.

It is also announced that Engineer Lieut. Commanders F. A. Butler and E. H. T. Meeron, D.S.O., have been both specially promoted to the rank of Engineer Commander for war service, with seniority of May 23.

Both these officers have been serving in torpedo-boat destroyers since the war began. Commander Butler in the Lynce and Commander Meeron in the Laurel. These ships have been frequently in action. So far as we are aware, the services for which Commander Meeron received the D.S.O. has not been published.

NEWS FOR BUSY MEN.

CONDENSED.

A Rome message says that the chief figure of the Italian operations has been successful repulse of increasingly heavy enemy counter-attacks.

Italian heavy guns continue to destroy Malborghetto, inflicting special damage on Fort Ensel.

An Austrian prisoner says that their losses from the Italian guns have been very heavy lately.

The Russians near Radom have captured trenches and several Austrian battalions.

Twelve were killed and eight wounded on the British ship Anglo-Californian which has arrived at Queenstown after being shelled by a submarine.

NEWS.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

THE PRINCE IN TRAINING.

Spirit of the British Army Epitomised; an Appreciation.

Mr. Alexander Powell, the American correspondent, sends an interesting despatch to the New York World from the British Headquarters in France, a summary of which appears in the Daily Telegraph.

This independent observer reports that what the British have done in building a war machine in nine months is one of the marvels of military history. "The machine they knocked together, though still a little wobbly, and somewhat creaky in its joints, I am convinced, eventually going to do the business."

"There was a certain young man, fair-haired, slender, wearing a jersey and running shorts, whom Mr. Powell noticed on the outskirts of a French town, who exemplified the spirit of the British Army. Shoulders back, chest well out, he jogged along at the steady dog-trot adopted by athletes and prize-fighters in training. It suddenly struck you, his face was strangely familiar. Then you remembered you had seen it hundreds of times in magazines and illustrated papers—his Royal Highness the Prince of Wales."

"Now the future King of England," continues the World cablegram, "is not getting up at daybreak these chilly spring mornings and reeling off half a dozen miles or so because he particularly enjoys it. He is doing it for precisely the same reason that the prize-fighter does it—he is training for battle. To me that young man, plugging doggedly along a country road, seemed to epitomise the spirit which I found to exist along the whole length of the British battle line."

DON'T FORGET.

TO-DAY.
Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.
Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

Friday, July 9.
Sale of Porcelain and Caricatures—G. P. Lammer's Sales Room—2.30 p.m.

Saturday July 10.
Sale of Porcelain and Caricatures—G. P. Lammer's Sales Room—2.30 p.m.

Monday, July 12.
Extraordinary General meeting of H.K. Chamber of Commerce—New Government Building—noon.

NOTICES

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NOBBS, a qualified Chemist, and
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taken when necessary, effect a
radical cure of this erstwhile in-
curable malady.

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General Managers.
Hongkong, 16th August, 1910

LESSONS IN CHINESE.

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graduate versed in litera-
ture, has been a teacher to Eu-
ropean officials and merchants in
this Colony for over ten years.

He has a good method of train-
ing Europeans to pass in the
Chinese examination, and is pos-
sessed of a first rate certificate
as a Chinese teacher. He has also
a good knowledge of Mandarin
and Hakka.

Those who intend learning the
Chinese language are requested
to "write c/o" "Hongkong Tele-
graph" office or direct to No. 160,
Wellington Street, second floor.
Hongkong, 26th Jan., 1912.

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Hongkong, 3rd October, 1913.

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Cleanliness. Cuisine under European Supervision.

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Telephone No. 197.

Tel. Address "COMFORT."

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CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

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proprietorship and management. The Hotel now offers for
Residents and Tourists excellent accommodation. Large dining
room facing the sea. It has been entirely renovated throughout
and newly furnished, and is now up-to-date in every respect. Large
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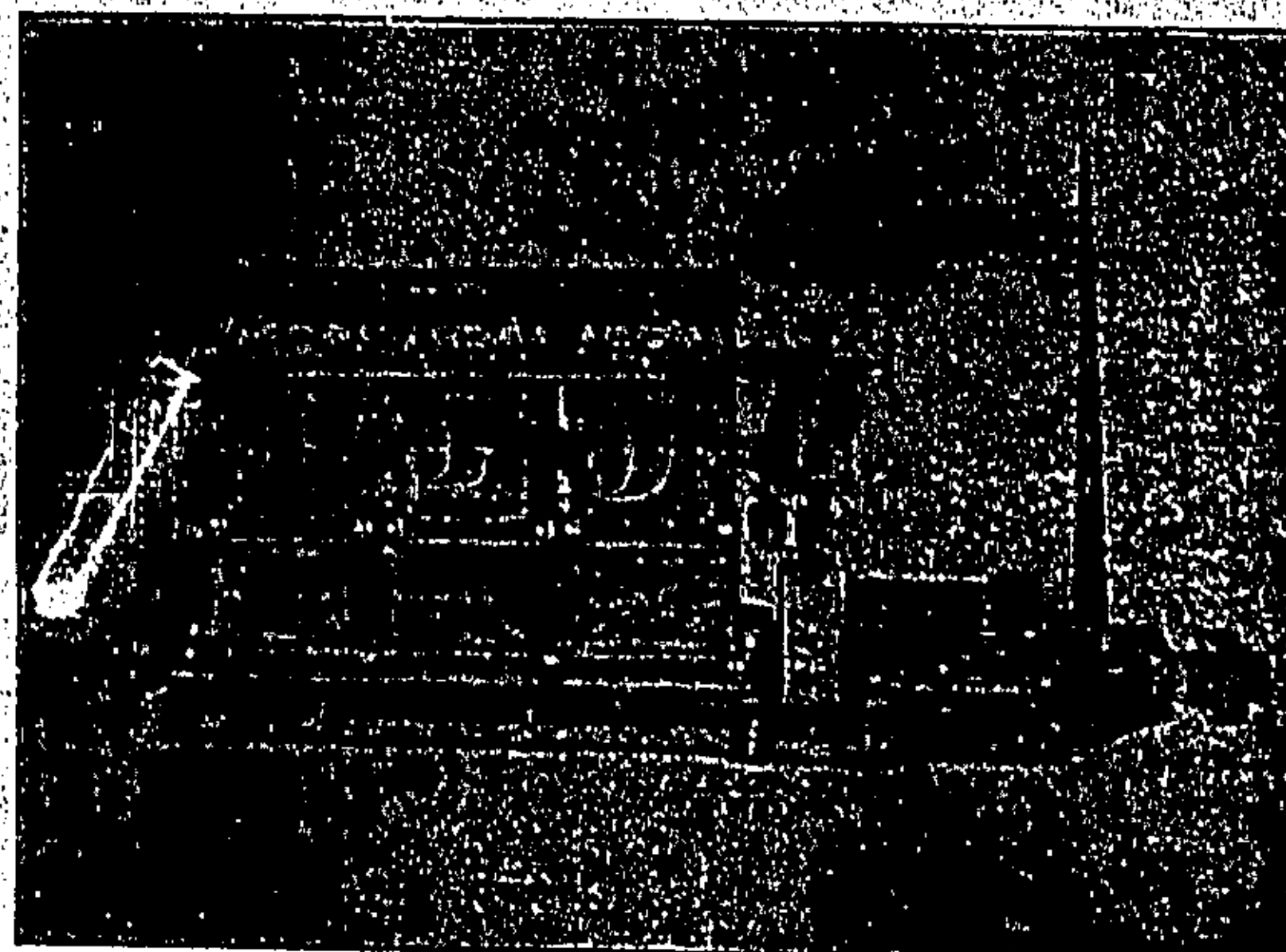
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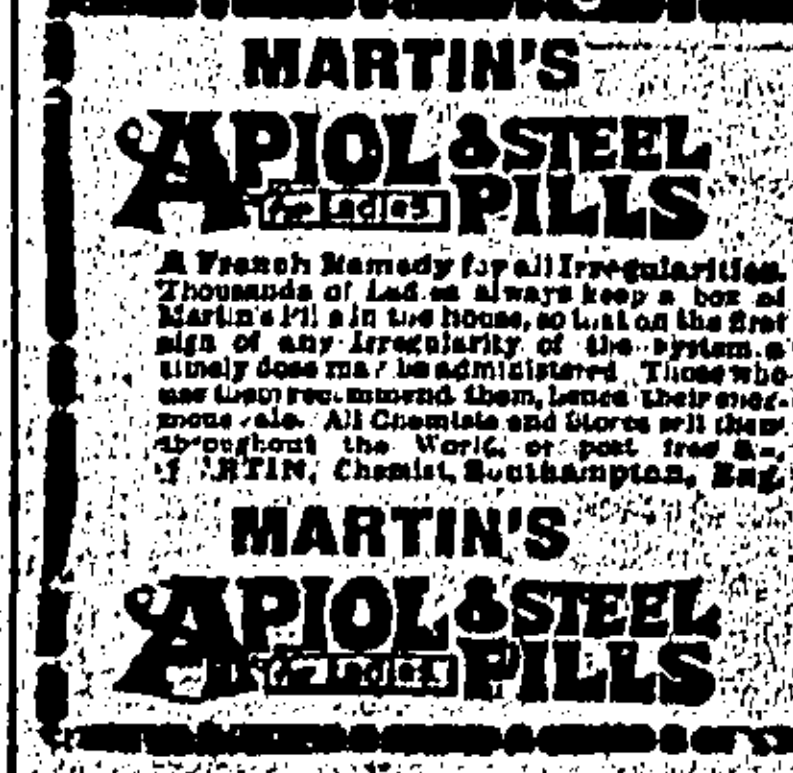
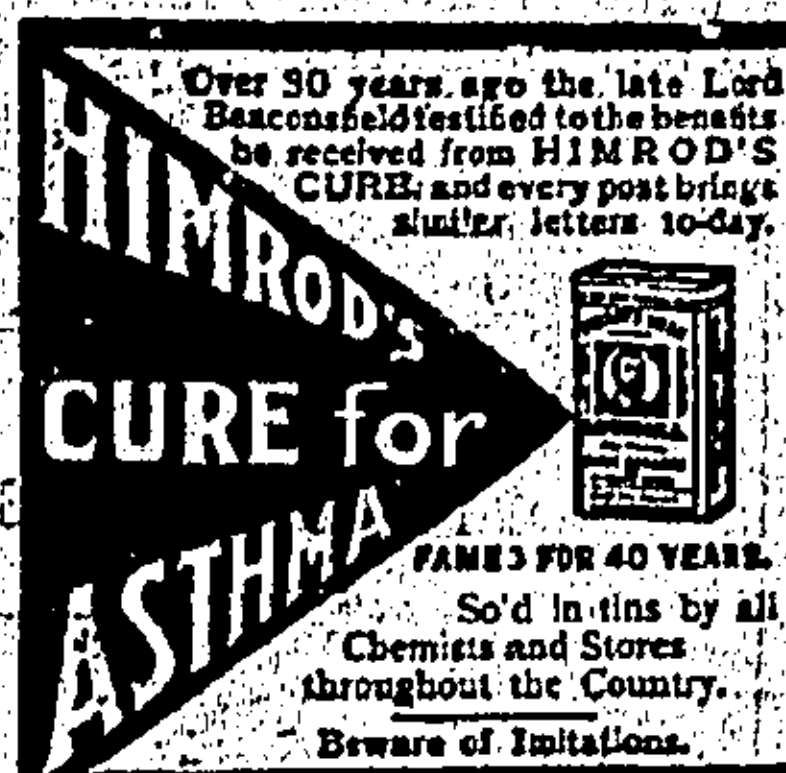
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ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1018.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1915.

OUR CONTEMPORARIES.

South China Morning Post.

Men and Munitions.

The British nation is now in
deadly earnest. Men and women
are directing their talents to
prosecuting the war with relent-
less and unabating energy and
we feel sure had the Government
taken the nation into its con-
fidence months ago and said
there was a lamentable lack of
high explosives the present
seeming stagnation on the
western front would not
have existed for the want
of munitions. We do not exag-
gerate when we say that the
creation of a Coalition Government
has saved the Liberal Party. The
recent rude awakening has stirred
the country as nothing has done
for many years. There appears to
have been a wonderful lack of fore-
sight on the part of men in the
highest positions in the land, and
when the war is over and piping
times of peace are here once more
the nation will demand an account,
when many a political career may
come to an abrupt end.

Daily Press.

The Boycott Movement in China.

The Customs revenue of China
for the first quarter of this year
showed a decrease of three and a
half million taels compared with
the returns for the corresponding
period of 1914. How much of that
decline was due to the boycott of
Japanese goods, the published in-
formation does not disclose. It
is quite clear, however, that the
boycott has hurt China as much
as it has hurt Japan, perhaps
more so, because owing to the
disorganisation of industries in
Europe by the war, Japan has
found new openings for her
manufactures, and the indications
are that so far as exports are con-
cerned her total for the past six
months compares very favourably
with the returns for the corre-
sponding period last year. A
Japanese journalist writing some
time ago on the subject of the
boycott, predicted that it would
be short-lived because the Chinese
are "sentimental in political
affairs" and that when they re-
alised that the boycott really
attacked their own pocket,
arithmetic would give the final
decision. There is an element of
truth in this, and if the Presi-
dent's Mandate results in the
punishment of the agitators who
are imperilling the interests of
their country there is little reason
to doubt that the boycott will
soon cease. There are many
indications already that it is
breaking down.

China Mail.

Canada's Germans.

Even the German organs in
Canada continue to appear, as the
following extract from the
Winnipeg Manitoba Free Press
shows: "It is with regret that
The Free Press has again to draw
attention to the pro-German
character of one of Western
Canada's weeklies. From time
to time we have felt it our duty
to expose certain Winnipeg non-
English speaking publications,
which have taken advantage of
the hospitality of Canada and
of the freedom of British institu-
tions to further, as far as they
dared, the cause of the German-
Austrian-Turkish alliance."

To-day it is the similar con-
duct of a Regina weekly, Der
Courier, which we are com-
pelled to censure. Der Courier, after
the war broke out, appeared in
pronounced pro-German dress,
but, like the Winnipeg German
organs, it was understood that
Der Courier would tone down
and show some appreciation of
the fact that Canada was a British
country. The current issue of Der
Courier, however, is throughout
pro-German.

We may safely leave to the
Canadian authorities how best to
deal with such seditious matter
from what section of the Cana-
dian populace it may come.
Canada is giving evidence in
every respect of being influenced
by the best that is in British
institutions and if, however those
of non-British birth in respect of
the privileges that are extended to
them by virtue of those institu-
tions.

For a good solid meal, a la
Carte for Table d'Hôte, with
Wines & Liquors of the Best
—ALEXANDRA CAFE—

GENERAL NEWS.

Chinese National Employment Commission.

The question of the organization of the National Employment Commission came up for discussion at a recent meeting of the Ministry of State. Much emphasis was laid on the practical side of the question, and the President is said to have expressed the wish to call Mr. Chang Chien to Peking for advice as to the best method of going about it, since he has been engaged for many years in various industrial pursuits.—National Review.

Residential Land Tax in China.

The Chinese Ministry of Finance has drawn up a set of regulations respecting the collection of a residential land tax. The rate of the tax will be sixty cents on each mu of land; in the cities and commercial ports each piece of land occupied by two rooms will be counted as one mu, and if the house is two storeys, the tax will be double the ordinary rate. The draft of a set of detailed regulations is now under consideration and as soon as they are properly drawn up, they will be presented to the State Department for approval.

The Dog Thief.

A delightful story comes from Madras. An Indian was brought before a magistrate on the charge of stealing a valuable dog. His defence was that the dog was his own, and he explained his possession of a pedigree animal by stating that he was a bit of a dog fancier. In support of this contention he produced three other of his dogs in court. Unfortunately one of them had been stolen a few months before from the magistrate who was trying the case. The animal recognised his master and proceedings had to stand over until his transcripts of joy had been somewhat moderated.—Exchange.

Shanghai Boy Scouts.

Over four hundred boy scouts participated in interesting field exercises last week, all the local scouts, Chinese, Shanghai Boy Scouts and the Baden Powell Scouts being fully represented. The scheme had been laid down by Major Trueman, Commandant S.V.C., who also acted as umpire, and provided some excellent coaching work. The general idea of the operations was that a large force (Blue), with modern equipment, was marching from Soochow on Shanghai with the object of effecting a surprise attack at night. The defence force (Red) received warning and immediately on mobilisation the Scouts were detailed to ascertain the movements of the enemy. The operations took place in the vicinity of Jessfield. The Red force was commanded by Chief Scoutmaster Houghton, while the Blue force was commanded by Scoutmaster Millington, of the Baden Powell scouts.

The Pulau Sal, on Fire.

The fire which occurred at Robertson Quay, Pulau Saigon, was an awkward one to handle says the Straits Times. It was the biggest task the Brigade have had to perform for some years and, incidentally, one of the most troublesome. For five days men had to remain on the scene, for smouldering continued amongst the piles of half-decayed rattan. The damping out process had been carried out methodically, but it was found necessary to turn the rattan over and so bring the smouldering portions to the top. Another call to the spot was received at the station but there was no fresh outbreak with which to cope. Apparently, some one or other had noticed the smouldering and mistaken it for the beginning of another blaze. The new arm signals, it might be mentioned, are still being used in a very careless manner, people ringing them upon the slightest provocation and, sometimes, without any at all. The practice, besides being foolish, is one which must be stopped, for the Brigade might be answering such a call and all such calls must be attended to just at a time when every man might be wanted elsewhere.

If you have lost your appetite, or if the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICE.

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VICTOR RECORDS

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EXCLUSIVE AGENTS

A "DREAM" THAT CAME TRUE.

The Ford Motor Company of Canada, Limited, is now making more cars than Henry Ford once did as his most cherished ambition for the entire Ford organization. His original ambition was to turn out at the American Ford factory, in a single ten hour working day an even hundred cars. Now the Canadian factory at Ford, Ont., is manufacturing 125 cars in a day of only nine working hours. Mr. Ford's "visions," once regarded as impossible and even foolish—have been realised in a most remarkable manner. Not only have they been brought to pass in the great parent plant in Detroit, but the Ford Motor Company of Canada, Limited, is also realising dreams which a few short years ago no one on earth thought could possibly come true.

Less than eight years ago the Detroit News chronicled the following:—
"Henry Ford's most cherished ambition was realised last Friday when the high-water mark was reached by the Ford Motor Company, and an even one hundred four cylinder Runabouts were turned out in a ten-hour working day. This is over four times as many cars as are manufactured by any other concern in the world and easily places the Ford at the top both in quantity of cars produced and cash volume of business per annum."

But a few succeeding years have, of course, dwarfed this accomplishment. Now the Canadian Ford plant, only a few years old, has passed the record set by Mr. Ford for the parent plant. In fact, that point was passed last year during the spring season when an average of a hundred cars a day was maintained. Thus it may be figured from the above newspaper clipping that the Canadian Ford plant is turning out about five times what any concern in the world outside the Ford organisation manufactured in 1917.

Such transformations of an industry, such achievements of an ambition, once regarded as the vagary of a dreamer, make one pause and wonder what the future has in store.

CLUNY ESTATES.

Substantial Reduction in Costs.

The fifth annual general meeting of the Cluny Rubber Estates, Ltd., was held on May 20, at the registered offices of the company, 6, Laurence Pountney Hill, E.C., Mr. C. McArthur (chairman) presiding.

The Chairman said:—I regret that a clerical error appears in the balance-sheet, sundry creditors being stated as £288 1s. 10d., instead of £270 1s. 10d. The addition is correct, and the accounts are not affected otherwise. Dealing first with the balance-sheet, it will be noted on the liability side that debentures stand at £14,000, and of this amount there has been paid up £14,700, leaving a balance still unpaid of £200. On the other

side of the balance-sheet the cost of the estate has been increased to £27,334 8s. 4d. by expenditure during the year of £2,216 15s. 2d. on the unproducing portion. As similar expenditure on exactly the same area in 1913 amounted to £5,925 1s. 2d., and, as the quality of the work done in 1914 was more satisfactory than that of the previous year, shareholders will appreciate the advantages of good management and strict control of expenditure. On buildings and plant we have spent £149 1s., so that the total capital expenditure incurred during the year was £2,365 10s. 2d. With regard to the item of £5,987 6s. 9d. for 1914 stock of rubber, a small portion of which is included in the balance sheet at an estimated figure, this has since been sold at prices which leave a small margin of profit. Turning to the profit and loss account, this has been issued in such full detail in respect of costs that little remains for me to comment upon. At the last general meeting I informed you that our estimated f.o.b. cost for 1914 was £1.189 1s. per lb. The actual cost is 1.793 per lb., or 2d. less than the estimate and 10d. per lb. less than the f.o.b. cost of 1913. The all-in cost is 1s. 5.84d., of which 3.90d. per lb. is for depreciation and debenture interest and expenses. Such a result, I feel sure, must prove as satisfactory to you as it does to the directors.

In regard to the profit of £2,080 6s. available at December 31, 1914, and with reference to the recommendations for its disposal in the report by the directors, you will appreciate that, in addition to ordinary depreciation, amounting to £1,307 14s. 8d., it is proposed to write down the cost of the estate by £1,000, the amount of the year's contribution towards redemption of debentures. It is further proposed, after paying a dividend of 5 per cent., to carry forward £1,580 6s., being an increase of £764 6s. on the carry-forward from 1913. We have capital sufficient for all needs of the estate, and it might be thought that there was no necessity to increase the amount carried forward; but the times are altogether exceptional, and it adds greatly to the strength and safety of the company's business to have liquid funds available in case of emergency. Regarding the estate and its condition, the manager's report, attached to the accounts, speaks for itself. The labour force is healthy and contented. As the result of the year show, excellent work has been performed by the manager and his assistants in peculiarly trying circumstances. The local agents (Messrs. F. W. Barker and Co., Penang) have loyally and energetically co-operated with the manager and the directors, and have contributed to the successful result.

Regarding prospects for 1915, the producing area remains the same, as no fresh rubber will be brought into bearing during the year. Capital expenditure is estimated on the same scale as in 1914. Based on an expected crop of 180,000 lbs. of rubber, the f.o.b. cost is estimated at 91d. and the "all-in" cost, including depreciation and debenture interest, at 1s. 3.84d. per lb. Every effort will be made to accomplish, or if

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TO LET.—FOUR ROOMED FLATS in Hanoi Road, Kowloon, and May Road, Hongkong, with possession on or about 15th August next—English baths and kitchen ranges, hot and cold water, Electric light. First class appointments throughout, including water carriage system.

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Flats in Nathan Road, Kowloon.
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Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
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TO LET.—Queen's Building. The South-West portion of the first floor, including Treasury on Ground floor, lately in occupation of the German Bank. Godown, No. 9, Ice House Street.

Offices facing the Harbour between The Hongkong Club and Post Office.
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TO LET.—The Ground Floor of No. 6, Des Voeux Road Central, occupied by Madame Gains, etc. Apply to DAVID SASSOON & Co., Limited.

TO LET.—House No. 4 Lyceum Villas, Kowloon. Apply to—SPANISH DOMINICAN PROCUATION.

TO LET.—Office 2nd Floor, No. 14 Pedder Street; also Large Godown on Water Front, East Point. Apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO LET.—"La Hacienda" E. No. 74 Mount Kellett Road. Apply to CHATER and MODY, 5 Queen's Road Central.

TO LET.—A House in Knutsford Terrace. Apply to—
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possible, improve upon, these figures. Looking a little further ahead, it is reasonable to expect that a further 124 acres of rubber should come into bearing in 1916, and 251 acres in 1917, with consequent appreciable increase of output. Each year the tax upon profits for depreciation and debenture interest will be automatically reduced, and this, combined with the natural reduction of cost per lb. of rubber due to increased output, affords reasonable ground for hope that this company's cost of production will at no distant date compare favourably with that of other cheap producing companies. The balance of capital in hand is sufficient to bring the whole of the present planted area into bearing and to plant up and bring to the producing stages a further 75 acres, but such extension will not be undertaken until labour conditions become more settled. Shareholders have the satisfaction of knowing that, unless unforeseen circumstances should arise, it is not anticipated that any part of the present satisfactory average price of 2s. 3.38d. per lb. now being proposed. "That the directors' report be adopted and that the have to be taken from each year's accounts as laid before you be profits at least the yearly amount passed, that a dividend of 5 per cent. (less income tax) be paid, due for redemption of the debentures in terms of the trust deed, abiding £3,500; that there be £1,000 further interest to be written off the cost of the estate known that up to date we have the sum of £1,000; and that there received and sold 23,047 lbs. of be carried forward to next account the current year's crop at the the balance of £1,580 6s."

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TO LET.—Large Furnished Room, with or without board. Apply 11 Hankow Road, Kowloon.

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TO LET.—From 1st July, Seven-Room House, furnished, garden and tennis court, two Bathrooms, Splendid Harbour View, moderate rent. Apply "GETZ BROS. Telephone 1514, 2, Pedder Street.

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Kwongmowchan, Kuala Lumpur.

Limkuiwai 11 Bonham Street, Tapah.

J. M. DECK, Superintendent.

Hongkong, 24th June, 1915.
Great Northern Telegraph Company, Ltd.

Jenyuen, Shanghai.
Kwangziang, Shanghai.
Limpeksiu 11 Castle Road, Amoy.

Maute, Shanghai.
Ngiankee, Bonham St. W., Swatow.

Poonfong Gublit Street, Shanghai.

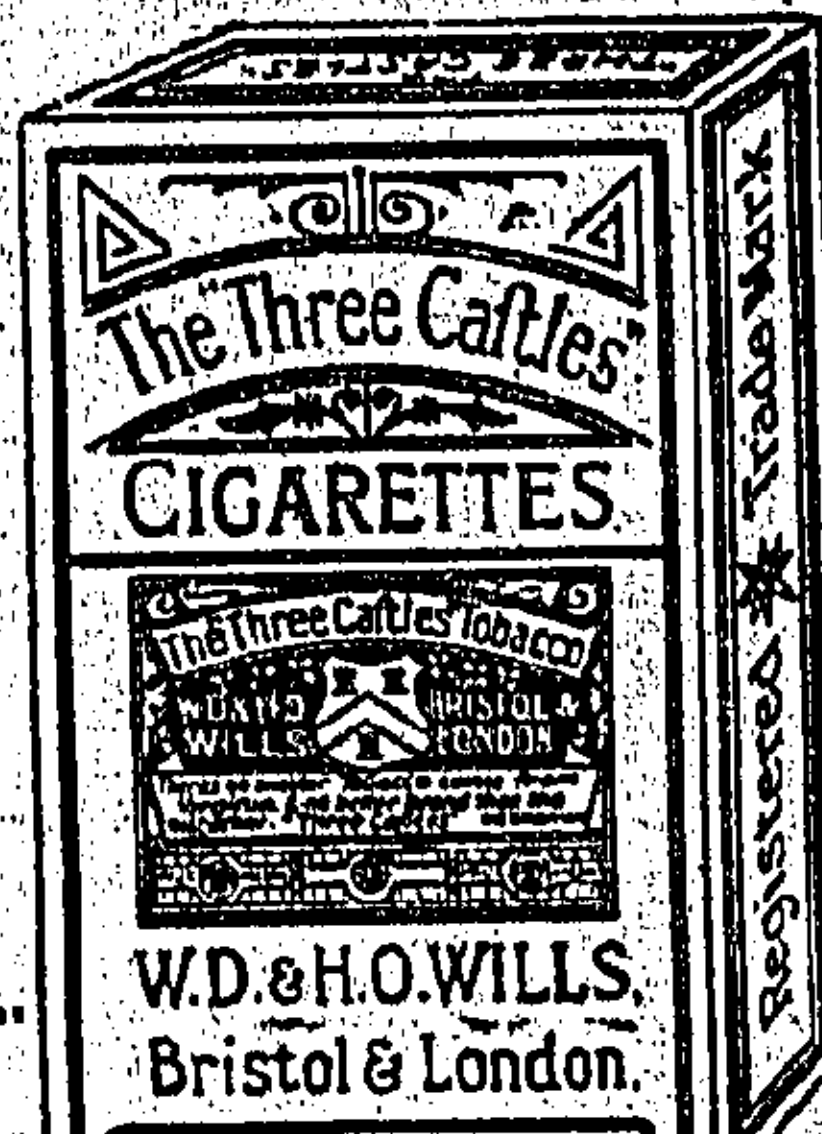
R. BLACK, Superintendent.

Hongkong, 2nd July, 1915.

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DEATH.

ANDERSON.—On June 23, 1915, at Chepatow, Monmouthshire, England, William Cochrane Connell Anderson, late of Tientsin, aged 61 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 6, 1915.

GERMANS ON HONGKONG SHIPS.

If we return to the matter of Germans' being permitted to go on board British ships with no better excuse than that they are the employees of the Chinese Government, it is because it is one which closely affects a tolerably large circle of our readers and because, also, we have reason to know that Hongkong people in general strongly resent such intrusions. In our previous leading article on the subject we sought to show that the existing practice forces masters of British ships to disobey the orders of their own Government—in other words to break the law of their country—as well as to do violence to their own perfectly righteous and legitimate personal feelings in the matter. These captains have been forbidden, by Foreign Office proclamation sent down from Peking, to allow an alien enemy on board of their ships. No exception is mentioned in their instructions—not even the case of a Customs man.

If a merchant skipper travelling up the coast or up the river found a German, other than a Customs man, on his ship, he would most assuredly put him in irons and either hand him over to the nearest British Consul or else bring him down here for the Provost Marshal to deal with. But even though the German be a Customs employee, (a skipper may argue), why should he not be treated in the same manner? Because—it has been urged—the ship must be in Chinese waters before the Customs man can come aboard, and Chinese waters are Neutral. We are aware of that, but surely the ship herself does not become Neutral when she enters a Chinese port. Since she is still flying the British ensign her decks are presumably, British territory. If this be not so, why has it been held, in the past, that a fugitive who could reach a British ship could claim the protection of our flag?

We are, of course, aware that little can be done by Hongkong itself in the matter, but we think it not improbable that the Consular Service may have sufficient influence with the Chinese Government to be able to effect some very useful alterations. The Consuls might begin by instructing the masters of British ships as to the way wherein they should walk, over this foolish question of breaking their country's law—bearing in mind the fact to which we have alluded above: that no exceptions are mentioned in the Foreign Office proclamation; that captains are roundly and absolutely forbidden to allow an alien enemy on their ships. One would think that the Consular officials would lose no time in telling these captains, finally and exactly, whether they ought or ought not to obey the law. We should like to see a test case; should like to hear that some skipper had taken the law into his own hands, made a prisoner of the first German of this class who ventured to show his nose on a British ship, and handed him over to the nearest Consul. Meanwhile, can the British officials in the Customs service do nothing? What objection can there be to their approaching their Chinese employers and pointing out that Germans in the service might well be reserved for the searching of ships belonging to Neutral countries, and that Britishers or Allies or Neutrals might be sent to examine our own vessels? The thing is not a small matter. The German has proved himself to be a low-minded person who sticks at nothing. What is to prevent one of these Customs employees from dropping a handful of sand on the engine-bearings, or for that matter, from leaving a memento on the ship in the shape of a bomb? Again, how is he to be kept from prying? Some merchant captains may have been supplied with a special code in case they may have occasion to communicate suddenly with Government vessels; some may have received plans or instructions as to mine areas. A Customs man, can demand to search any part of a ship; can accuse the captain of having, let us say, opium concealed in his stateroom, and can make that an excuse for overhauling everything therein, from bunk to bureau—is the captain to have no means of defending himself against this kind of thing? Of course he can ask the Imperial Merchant Service Guild, the China Association, or the various Chambers of Commerce to take up the case; but while the grass is growing we know what is befalling the luckless horse. Primarily, at any rate, he must rely on the Diplomatic and Consular Service, and next on the right feeling of the higher British officials in the Customs—and of his owners.

That Coat of Arms.

We are not sorry to see that some of our readers are again protesting against that German Coat of Arms which continues to be an eyesore to some of the Colony's main thoroughfares. Of course it is a matter of sentiment; but so too would be one's revolt against the existence of the German flag over the one-time Consulate or the N.D.L. offices. If we and our readers object to the presence of the Prussian emblem in one form why should we not kick at it in another? There is not a Britisher in the Colony, from His Excellency downwards, who would tolerate the presence of the enemy's flag here for five seconds. Then why should the Coat of Arms—every bit as symbolical in its way—be allowed to remain where it is? Will not the Chamber of Commerce or some unofficial member of the Legislative Council help us in this difficulty?

The Cycling Nuisance.

When the police have nothing more important on hand it might answer their purpose to enquire into the amount of furious riding, or riding to the danger of the public, that is going on on both sides of the Harbour. Once or twice lately we have seen a Chinese coming down the sharp incline of Icehouse Street at a pace not calculated to benefit the person whom he might run into, and apparently with but little control over his bicycle. Another Chinese yesterday evening was riding at full speed along Queen's Road Central without making the least attempt to ring his bell. There have already been instances of persons being hurt through collisions caused in this manner and we should be glad to hear that the police meditate strong action. They know, better than anyone else can tell them, that the Chinese—particularly those of the younger generation—will go exactly as far as they are allowed to go, in the direction of making themselves a nuisance; and, as this is not only a question of nuisance but of danger as well it might not be amiss if it were taken in hand at once.

Luck or Chance or What?

One of the Lusitania's firemen, a man named Tower, according to the statement of an exchange, is certainly a lucky man; for not only was he saved from the Lusitania disaster but he was on the Titanic and the Empress of Ireland when these sank. As we are not by way of being superstitious we are content to put Mr. Tower's marvellous escapes down to sheer luck. Of course there have been many instances known to history of men who were said to bear "a charmed life." Perhaps the most notable of these men was the celebrated Grahame of Claverhouse, afterwards Lord Dundee. The Covenanters gradually conceived such a superstitious dread of this hero of old time on account of his apparent invulnerability that many of them were for forging bullets out of silver—the old idea being that the devil, or anyone possessed by him, could only be dealt with by means of silver ammunition. Perhaps the instance of Claverhouse is not too happy an one for, as a matter of fact, he did after all meet his death on the battlefield. In Tower's case the coincidence lies not in the threefold escape from drowning, for there is more than one China Coast sea-faring man who can boast of having had a dozen; but in his having happened to be on board three vessels whose sinking will become part of the history of England.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut. Col. A. Chapman V.D. are as under:—

Private A. O. Leith joined the Corps on 6th inst., allotted Corps No. 1868, and posted to Scouts Company (No. 3 Section).

Parades for Wednesday, 7th inst. 7.00 a.m. Signalling Section—Signalling Instruction at Headquarters. Remainder, nil. Detail: Gun Club Hill, Kowloon.—On duty until 10th inst. H.K.V.R. Detention Camp, Kowloon.—On duty until 10th inst. H.K.V.R.

DAY BY DAY.

AS THE SUN BREAKS THROUGH THE DARKEST CLOUD, SO HONOUR REVEALS IN THE NEAREST HABIT—Shakespeare.

The Weather. Lower level 8 a.m. Temp. 83; overcast. At the Peak 8 a.m. Temp. 77; fog.

Count the Columns. Yesterday the Telegraph published 38 columns of solid reading matter. To-day there will be 35 published.

The Mails. Siberian Mail.—Dae per a.s. Luchow to-morrow. Siberian Mail.—Closed per a.s. Kashgar to-day at 11 a.m. Siberian Mail.—Closed per a.s. Anhui to-day at 3 p.m. Canadian. United States and U.K. Mails.—Close per a.s. Montevideo at 11 a.m.

Up to the Minute—Share Market News.

Closing prices:—Union Insurance Society of O'Connell.—\$897, buyers. Shell Transports 82, buyers x div.

Trunks.—32/6, sales. Hongkong Electric.—\$404, buyers.

Hongkong Tramways.—\$5, sellers.

China Fires.—\$150, sales. China and Manila.—\$5, 40 cents buyers x the return of \$4.50 per share.

Indo-China.—\$108, buyers. Hongkong and W'pos D. Co. Ltd.—\$724, buyers.

Shanghai Dock and Eng. Co. Ltd.—\$514, sales.

Langkate.—Tls. 39, buyers. Humphrey's Estates.—\$81, sellers.

Ewo's.—Tls. 163, buyers. China Sugars.—\$120, buyers.

The Dollar. The rate of the dollar on demand to-day is 9.3/8d.

To-day's Anniversary. To-day is the 230th anniversary of the Battle of Sedgemoor.

Opium Offences. This morning in the Police Court before Mr. J. R. Wood, a Chinese was charged with being in possession of 53 tials of opium, and endeavouring to take it out of the Colony. He was fined \$50 or in default one month's hard labour; in a second case a fine of \$200 and \$50 costs, or three months was imposed.

The Catholic Women's League. There was a very large gathering of Catholic ladies at the new Club House of the Catholic Women's League (the old St. Patrick's Club) at the inauguration of the new quarters, last evening. Among those present were His Lordship Bishop Pozzoni, the Rev. Fr. Watson and the Rev. Fr. Spada. Refreshments were served and a charming musical evening was spent.

An Interesting Panama Exhibition Award. Our readers will be interested to learn that, at the Panama Pacific Exhibition, the Grand Prize has been awarded to the Underwood Typewriter, for which the Hongkong agents are Messrs. Dodwell. This is the highest award offered and the only one given to typewriters. Such a distinction is a great honour for this popular machine and may be taken as definite testimony to its being the best on the market.

A Society for Hongkong Soldiers. A meeting will be held in the Recreation Hall, Mt. Austin Barracks, on Wednesday next, July 7th, at 8 o'clock p.m., to discuss the formation of a local Military Men's Society during the period of the War. Men of all denominations are invited including C.E.M.S., S.O.C.A., R.A.T.A., Y.M.C.A. and others. All troops serving in the Garrison whether Regulars, Territorials or Volunteers are invited.

Victoria Theatre. So popular is the Pauline series at the Victoria Theatre that the house has several times had to refuse admission to late comers. The newest instalments, which were put on for the first time on Friday night, include perhaps the most sensational jump ever shown on the film, and many other interesting matters besides. There are also two fine sets of war pictures, a couple of good French comedies and a particularly interesting film showing the manufacture of paper in Tonkin.

NOTES ON THE CRISIS.

THE BAYERN'S CARGO.

General Gouraud.

The keenest sympathy will be felt throughout the Empire with the French in their temporary loss of the services of so brilliant an officer as General Gouraud, concerning whom our wire of yesterday afternoon gave further details. General Gouraud's career has been a very full one: most of his military service has been done in the French Colonies—notably in Morocco. He distinguished himself in the Fes affair of a few years ago, and, by his brilliant qualities, has long possessed the confidence of the Government and of his men. We understand that he served in Indo-China for a year or two. At the commencement of the war he was promoted to Divisional General and, before proceeding to the Dardanelles, was given the command of two Colonial Army Corps in Champagne. The services of so able a man can ill be spared from the front, and we hope soon to hear that he has been cured of his wound. His successor, General Baillon, mentioned in our wire of Sunday, is a veteran, twenty years older than the wounded general, and a particularly able and distinguished man. He was in Peking during 1901 and retired from active service some two or three years ago, but readily came forward to offer his help again when needed.

The Bayern.

The Bayern, interned at Naples, seems to tell her own story since her cargo has been examined. Most of the H.A.L. and N.D.L. boats put in at Naples, and any one of them, during times of peace, might have been carrying so many hundred thousand revolvers, rifles and rounds of ammunition. (China was always a good market for such.) But no ship that we ever heard of was in the habit of bringing from Germany to China—or from New York to Naples—such things as biplanes, aeroplane bombs, tons of cement and wireless installations in the ordinary way of trade. Looking at the thing without preconceptions or partiality, and doing one's best to guard against scares and mar's gossip, one is still almost forced to the conclusion that this is yet another instance of the secret preparations that our enemy was so skilfully making at a time when the rest of the world was only thinking about peace.

The Italians.

If the Italians are not making very great headway geographically they are doing what is even more disastrous to the enemy—tiring him out and forcing him to bring up reserve troops that he needs all too badly elsewhere. A most encouraging wire has arrived this morning descriptive of the operations round about Malborghetto. So long as Italy can keep up a steady drain on the Austrian troops it matters little to the Allies if her army never moves another mile forward. If the Austrians choose to bring their men down to be slaughtered and their guns to be captured instead of invading Italy to come and fetch them, she will probably not grumble. She is in the enemy's country and has already given most unmistakable signs that she has no intention of retreating and, so long as her own line is clear for the steady supply of all that her army needs, she has little need to feel discontented.

LANGKAT OUTPUT.

July 1	... Tons 253
2	... 285
3	... 235
4	... 248
5	... 249
Total to 5th inst.	1250
Daily average	250

A PLAIN DUTY.

Former Hongkong Governor's Letter.

Sir Henry Blake, our time Governor of this Colony, wrote to the *Times* on May 28 as follows:—
"Sir,—We have passed ourselves on the back for the splendid response of the Empire to the repeated calls for volunteers; we have accepted without quest or vaingloriousness the long course of optimistic bulletins the value of which has had so often to be discounted. But the time has come when we must face the facts without blinking. At the end of nine months of war we have made no real progress. Our enemies are full of confidence; we are short of munitions, and we shall require probably another million or more before this war can be brought to a triumphal ending. There is a sign that the flow of volunteers is slackening, and we know that of those who have joined the colours an undue proportion are married men whose loss will inflict a double burden upon the country in the future, yet there are millions of men of military age in the country who are deaf to the call of duty. Every principle of justice demands that at least the unmarried among these millions shall be compelled to answer to their country's call in this life-and-death struggle, and to support at the front the men of finer spirit who are so heroically bearing the burden at present."

A Coalition Government enables the question of compulsory service to be raised above the plane of party politics, and the Press of the United Kingdom clearly indicates that the people realize its necessity, at least for the duration of this war that must be fought out to a finish. The sooner then that it comes the better, but it may well be borne in mind that a conscript need not necessarily be entitled to the same pay as that offered to the volunteer in competition with the labour market. Were this principle adopted it might induce a large number of the stalwart shirkers who now disgrace the country to join the Army as volunteers.

In justice it must be said that unduly optimistic bulletins have persuaded many that all is going so well that they are not really required. This feeling has operated with parents and employers in preventing enlistment. Others who see how unequally the voluntary system acts in relieving the coward and the careless from the burden of defence say frankly that if the country requires them the Government should fetch them, which is in effect a demand for conscription that will operate equally in respect of all men of military age.

The thoroughness of the recruiting propaganda has brought fully before the people the needs of the Army. All honour to the volunteers who have joined and are now fighting on four fronts. But they are not enough. We want them now, and failure to secure them beyond year or nay, and place them in the firing line, would be a treachery to those who are upholding so manfully the glorious traditions of the Empire. I am, etc.

HENRY A. BLAKE, C.O.M.G.
Myrtle Grove, Youghal, May 25.

HARBOUR OFFENCES.

Before Commander C. W. Beckwith, R.N., at the Marine Court this morning, P. O. Robert McFall charged a boatman with unlawfully disobeying the orders of the Harbour Master, by moving about the harbour on the 5th inst. without permission; he was fined \$10.
P. O. Caygill charged four boatmen with unlawfully disobeying the orders of the Harbour Master, by moving their boats in prohibited places in Tsimshat Bay on the 5th inst. without permission. The first defendant was fined \$6, the second \$6, the third \$3, and the fourth \$2.

WEALTH OF THE ALLIES.

Some Striking Figures and Comparisons.

In view of the immense interest which is being shown in our new War Loan and the success which it is meeting with from all classes of the people, it is interesting to look at the wealth of the United Kingdom and her Allies. The wealth of nations consists of land, farms, houses, railways, manufactures, cattle, implements, furniture, factories, bullion, etc. A recent valuation places the wealth of the Allies as follows:—

Country.	Wealth in millions sterling.
United Kingdom	11,200
France	9,600
Russia (in Europe)	8,425
Italy	3,160
Belgium	882
To which may be added	
Australia	1,076
Canada	1,003

The facts necessary to estimate the wealth of Turkey are not known, but the wealth of her great allies are estimated as follows:—

Country.	Wealth in millions sterling.
Germany	6,052
Austria-Hungary	4,512
Even more striking are the figures which show the wealth per head of population:—	
United Kingdom	2285
France	250
Russia (in Europe)	60
Italy	88
Belgium	147
Australia	239
Canada	189

The figures for our two enemies are:—

Country.	Millions sterling.
Germany	2142
Austria-Hungary	100

It will be seen that the wealth of the United Kingdom alone is nearly equal to the wealth of Germany and Austria-Hungary combined, and that the wealth of France and Italy is also just equal to the wealth of Germany and Austria-Hungary.

Greece, Bulgaria, and Roumania have been named so frequently as reliable entrants into the war that the figures of these nations are also given.

Country.	Millions sterling.
Greece	225
Bulgaria	295
Roumania	510

(The above figures are compiled by Holt S. Hooley.)

POULTRY SELLER IN TROUBLE.

Birds not supplied with water. Before Mr. Lintell this morning at the Police Court, a poultry dealer was summoned for not supplying two crates of poultry with troughs of water.
Mr. W. E. L. Shenton of Messrs. Looker, Desautel and Hareton, who appeared for the defence, pointed out that the defendants had been summoned before the Veterinary Surgeon and had been warned for the very same offence as the one appearing in the summons. Evidence in support of the case having been given the defence set up that there had been a misunderstanding and that when the fowl in charge of the poultry was spoken to by the market overseer in English he understood that the complaint was only that the water was dirty. The water was changed twice a day.
His Worship found an offence proved and fined the defendant five dollars.

OBITUARY.

Portuguese Resident Passes Away. We regret to announce the death of Mr. Gerardo Maria de Carvalho, which took place at his residence 10, Baileiros Terrace, on Monday at 4.15 p.m. The deceased who was born on September 24, 1816, was a linguist of merit and during a long and honored career he held positions under the Government, the Oriental Bank, the Commercial Bank and Messrs. Jardine, Matheson and Company. The deceased had been married and had four children, a son and three daughters, and a large family of grandchildren. The funeral will take place at the Catholic cemetery at 2.30 this afternoon.

THE P. AND O. NUBIA

Ashore North of Colombo Harbour.

Ceylon papers bring details of the mishap to the P. and O. steamer Nubia which has already stated in the *Telegraph* ran aground on a sand bar at the mouth of the river Kelani, off Colombo, in the hours of the early morning of June 20.

The *Times of Ceylon*, of June 20, says: The Nubia, commanded by Captain Lyndon, left Bombay about five days ago with the China mails and was due to arrive at Colombo at 9 o'clock yesterday evening. She was sighted approaching the harbour about three o'clock this morning and appeared to be waiting outside in order to enter at daylight. A very high sea—the worst experienced this monsoon it is said—was running and there was a very strong wind blowing. Later she appeared to be getting into difficulties and the searchlight was shut off in order not to hamper her. At 4.30, she was quite close in, and almost on top of the sand bar. Apparently she grounded shortly before 4.45 and two rockets were sent up. She was broadside on the reef with her nose towards the Mutual entrance to the harbour.

Information was at once sent to the Master Attendant's office and to the Colombo agent for the P. & O. Company, and very soon the harbour tug Goliath, with the Master Attendant (Commander O. E. Stainer, R.N.) aboard, left to render what assistance she could. Before daylight the tug succeeded in getting a hawser aboard and an effort was made to pull the stranded vessel off. However, the hawser snapped. Later on, it is believed, a second and thicker hawser was successfully got aboard, but up to the time of writing (11.15 a.m.), the efforts to get the vessel off had not succeeded. Owing to the high sea which was running, it was not possible to board or leave the ship on the starboard side, and the list prevented the lowering of boats on the leeward side. Presumably there was insufficient water to allow the tug to approach on the leeward side.

Apparently, the Nubia struck the reef stern first, and then swung round broadside on. Our Colombo contemporary on June 21, stated that efforts were made to back her off under her own steam, and subsequently to tow her off, but without avail, and she is now making water. Every hour renders her position more serious, for on the one hand she is being silted up by the sea on the starboard side, and by the Kelani river current on the other. The list to starboard is becoming more and more noticeable, and yesterday afternoon all the passengers were landed. Later in the day the two stewardesses on board were sent ashore. They were towed into harbour in an open boat by the pilot launch, the sea being too heavy to risk an attempt to take them on board the launch. The passengers' luggage was all brought ashore this morning. Continuous efforts to tow her off the reef have failed, one of the Government harbour tugs, with the Violet, and the wharfage company's tug Lady Lochow, having been engaged in the work. Later in the afternoon, the other Government harbour tug was also requisitioned.

A *Times of Ceylon* representative obtained an interesting interview with Mr. M. S. H. Abdullally, the well-known Borah merchant of the Pettah, who was returning from Bombay with a party of twenty-eight—including eight ladies and several children. Mr. Abdullally and those with him had visited Bombay in connection with the wedding of his son, Mr. Gulam Hussein Moosbhoy, who, with his young bride, was also on board the Nubia.

When the Nubia ran aground shortly before a quarter to five o'clock yesterday morning nearly all the passengers were below and most of them were asleep. "When the Nubia first ran aground," Mr. Abdullally said, "there was no heavy bump and all that I felt was a slight jar or tremor as if the vessel were grating against something. At this time, it was, of course, quite dark, and there was a heavy sea running with a strong set towards the shore. The captain at once tried to back the vessel off, but the current must

have been too strong and the waves began to break against the side of the ship forcing her against the reef. There was no excitement or panic on board although the ladies began to get alarmed when the ship commenced to list to starboard.

"The Captain and his officers continued to make every effort to back the steamer away from the shore, but the list became more and more noticeable towards day-break. The waves were very high and frequently broke right over the ship. Owing to the list it became very difficult for passengers to move about the deck at all and we were all placed on the port side which was high out of the water.

"When day broke we could see the people on the shore quite plainly and, so far as the male passengers were concerned, we felt no alarm since we thought that if the worst came to the worst we could very easily swim ashore.

"The ladies of the East are more timid by nature than the ladies of the West and some of them became very nervous and commenced to cry. 'So also did the children and in the afternoon the captain decided to send the passengers ashore. It must have been about three o'clock in the afternoon, or perhaps shortly before, that we were taken off in the little pilot boat to the pilot launch. The sea had become very much calmer now and we were transferred to the launch without much difficulty. We did not at this time take our luggage with us, but I am glad to say, all the luggage of every passenger has been since brought ashore."

Asked how they managed in regard to meals aboard Mr. Abdullally said: "The excitement quite frightened hunger away, but some of us took a little coffee. None of us took any meals from the time she went ashore until we were landed."

Mr. Abdullally said the captain and his officers behaved extremely well to the passengers and did all they could to re-assure them, and to land them and their luggage in safety. So far as he could gather, he added, little actual damage appeared to have been done to the Nubia and he understood that she was taking in very little water.

The jettisoning of cargo, which began on June 21, was continued the next day. To save the vessel from knocking her sides as a result of the action of the waves, two anchors were dropped, one at the fore and another at the stern.

That there is still a chance of getting the Nubia off, says our contemporary of June 22, is the opinion of the highest authority, provided, of course, that the weather does not change for the worse. The Nubia has been taking in some water.

A paper of June 23 states: The chances of getting the Nubia off the coral reef were somewhat minimised by the storm which blew over Colombo last night, and the position of the vessel had altered slightly by this morning, it being noticeable that she had assumed a more pronounced angle. She was also taking in more water, while the waves were frequently breaking over her starboard side. At noon to-day it was decided to send out a steamer from the harbour to make an attempt to tow the Nubia off.

The Nubia was carrying thirty-five passengers, the majority being for Colombo. Under the personal supervision of Mr. P. Hay Baker, officer in-charge of the P. and O. Agency, these were landed, the Colombo passengers being brought ashore, and the transit passengers being transferred to the P. and O. Keshgar bound for Yokohama.

Among passengers booked to Singapore were the Singapore Chief Justice, Straits Settlements, the Hon. Mr. J. A. S. Bucknill, K.C., and Mrs. Bucknill.

The Nubia had about 800 tons of general cargo for Colombo. A portion of this is what she over-carried about a fortnight ago when passing through from the Far East on her voyage to Bombay. She had also on board the over-carried cargo for Colombo which the homeward mail steamer of a fortnight ago was made unable to discharge. The transit cargo, it is understood, is not large.

PEKING NEWS.

Foreign Adviser and Chinese Constitution.

(From Our Own Correspondent.)

Peking, June 27.
On the request of the President, Dr. Goodnow left America for China on the 15th inst., and will be here about the middle of July. The future duty of Dr. Goodnow is to assist the Chinese Government to draw up the permanent Constitution and other important legal matters. Dr. Goodnow will stay in Peking about three months.

Dr. Ariga, the Japanese Constitutional Adviser, has left for Tokyo and it is said he will never return to Peking again as he believes his presence here will not do any good either to China or to Japan, in consequence of the recent irresponsible charges made against him by his own countrymen who styled him a "Chinese Spy" in connection with the recent Sino-Japanese negotiations.

On account of the recent Japanese Newspaper fabrications that Chinese officials and other responsible persons in Peking are in favour of the establishment of a limited Monarchy in place of the existing Republican form of Government. President Yuan and his Government are paying great attention to the re-establishment of the Chinese Parliament and these self-governing bodies in the various provinces, so as to show the supporters of the rebel leaders in Japan that a real Republic will be created in China and that the China Executive has not the slightest intention or idea of making himself an Emperor with limited powers.

The Conference for National Defences.

The chief reason for the summoning of several supreme generals: Feng Kuo-chang, Chang Hsi-luan, Chin Yun-peng and Chu Chia-pao to Peking is to hold a conference about the National defences of China; and, in the course of the next few days, General Fuan Chin-kuei of Hupeh, Li Chin-chung of Anhui and other important generals in charge of military forces of the Provinces will also come to Peking. The conference will be held before the 10th July with President Yuan as Chairman and Vice-President Li as Vice-Chairman. Supreme General Tuan Chi-jai, Minister of War, will resume his duties in the Ministry of War before that date, so that he can take part in the conference. General Wang Shih-cheng, Acting War Minister, will become the Chiangkuoh of Chihli because Chu Chia-pao will shortly return home to bury his deceased father in Yunnan.

THIS MORNING'S FIRE.

Fair Amount of Damage Done.

This morning shortly after five o'clock a fire broke out in 153 Queen's Road East, occupied by a tailor. The fire, the cause of which was unknown, spread rapidly through the building and by the time the police and Fire Brigade arrived on the scene, had obtained a considerable hold. So much was this the case that, despite very great efforts, they did not succeed in putting out the conflagration until the building had been gutted.

We learn that the damage which is estimated at about \$5,000 is covered by insurance with the Mitsui Bussan Kaisha to the extent of \$3,000.

Coxswain Injured.

A coxswain in the employ of the Water Police has been admitted to hospital suffering from injuries received on board launch No. 6, in the course of a squall.

Japanese Fined.

A Japanese this morning was charged with assaulting a Chinese boat woman. The complainant told Mr. Wood that the defendant hired her to row him to a steamer and kept her four hours, and when she demanded her fare he struck her. The Japanese said that he engaged the woman all day for thirty cents and the injuries she received were caused by some of the steamer's crew pushing her against the side of the boat. He was fined \$10 or four days.

DAIRY FARM NEWS.

OUR SUMMER DRINKS

GOLD FRESH MILK
SOUR SKIM MILK
STERILIZED
Make your own junket, we will furnish you with Rennet Tablets.
FREE OF CHARGE.

TO-DAY'S ADVERTISEMENT.

FAIRALL & CO.

ANNUAL SUMMER SALE.

HAVING RECEIVED TO-DAY PER S.S. KASHGAR A NEW CONSIGNMENT OF GOODS, WHICH SHOULD HAVE ARRIVED IN APRIL, WE ARE PUTTING THE ENTIRE SHIPMENT INTO THE SALE. MANY GREAT BARGAINS, AS ALL GOODS ARE PERFECTLY FRESH.

A CALL SOLICITED.

Hongkong, 6th July, 1915.

CORRESPONDENCE.

(The opinions expressed by the correspondents are not necessarily those of the *Hongkong Telegraph*.)

THAT GERMAN COAT OF ARMS

(To the Editor of the *Hongkong Telegraph*.)

Sir, Your correspondent "Britisher" and the war wid the Eytallien name look to me to be "agin the Government" when they are in such a hurry to have the Prussian dead bird taken down off its perch in the Queen's Road. Have these gentlemen considered what we are going to tell our "see dee vong" friends when they come back, what we did it for? There is such a thing as being too proud to take another man's coat of arms off him and as for shutting up Blackhead's Berblinger's etc. does e'er a man in the Colony want to imitate the Frinchmen in Haiphong that sold up Spidel's by auction, without as much as by your lava or askin. If Blackhead's and B. Brblingers are sold, how, if I may be so bold as to ask, are the embryo ravishers and baby killers in Hoihow and Canton to get their sausages and Elvichloog beer, which they have never been wid out since the war began.

It's not meself that would be advisin' your intelligent readers what to do, but as long as now an starts re-gilding and painting that signboard I don't see what we have to trouble about.

Yours etc.
THE MAN THAT STRUCK BUCKLEY.

"LOVE YOUR ENEMIES"

Mr. H. G. Chancellor, M.P., speaking recently at the annual meeting of the British and Foreign Unitarian Association, said that there was now a new crime not only among us but among Germans and Austrians, and that was to have been born of parents of nationalities different from one's own. He wondered if it would be possible, when the war was over, to meet our enemies in the same relations as we previously did, and not with the spirit of vengeance preached by some and the hatred preached by others. Patriotism should not be a narrow exclusive nationalism. "While we love our country as much as is humanly possible," said Mr. Chancellor, "we can still love those who do not belong to us. Aye, and those who for the time being appear to be our enemies. We are all children of the same father."

TO-MORROW'S BAND NIGHT.

The Musical Programme.

By kind permission of the Colonel and Officers of the Regiment the Band of the 74th Punjabis will play the following programme of music at North Point on Wednesday next 7th instant. Commencing at 9 p.m.

- 1 March... "Distant Greeting" Goring.
- 2 Overture... "The Village Festival" O'Keefe.
- 3 Intermezzo... "The Butter-fly" Bendix.
- 4 Selection... "Business as Usual" Home.
- 5 Piccolo Solo... "The Deep Blue Sea" Brewer.
- 6 Two Step... "Poppy Wopsy" Home.
- 7 Selection... "The Chocolate Soldier" Strauss.
- 8 Valse... "The Barcarolle" Fetrar.

J. W. CHRISTIAN,
Bandmaster,
74th Punjabis.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY,
the 13th July, 1915, commencing at 11 a.m., at his Sales Rooms, Duddell Street.

A Large Consignment of Lace & Insertion
(The above will be offered in such lots as will suit both wholesale and retail).

On view from Monday, the 12th July.
Terms:—Cash on delivery.
GEO. F. LAMBERT,
Auctioneer.

WANTED.

WANTED for British North Borneo Government's Yacht, Engineer with Chief's Certificate; must have had experience in Electric Lighting, Refrigerating and Motor Work. For further particulars apply to "GIBB, LIVINGSTON & Co., Agents, British North Borneo Government."

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Men's Wear Specialists.

ALL WOOL
TAFFETA

Shirts

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TAFFETA

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TROPICAL
WEIGHT

16 DES VŒUX ROAD.

WM. POWELL, LTD.

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LADIES'
FINE SHOES

NEW

ELEGANT
SHAPES

FOOTWEAR

NOW SHOWING

LIGHT WEIGHT WALKING PUMPS

J. ULLMANN & Co.

The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

COLLARD & COLLARD'S

RENOWNED PIANOS

BRITISH MADE THROUGHOUT

Eight of which have been supplied to the
S.S. "AQUITANIA."

(BRITAIN'S LARGEST LINER).

NEW MODELS JUST ARRIVED.

ANDERSON MUSIC Co., Ltd.

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TEL. 1322.

SPECIALITIES

BOLS
FINE OLD GENEVA & LIQUEURS.

CURACAO

CREME DE MENTHE

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THE FINEST LIQUEURS ON THE MARKET.

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TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing sailings and fares from the Far East to all parts of the World, will be forwarded free, on application.
Chief Office:—LUDGATE CIRCUIS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINE
HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	9th July	13th July
CHANGSHA	21st Aug.	25th Aug.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Telephone No. 93.

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APCAR LINE.

Regular Service Between

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WESTWARD

The above steamers have excellent saloon accommodations for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, June 29, 1915.

Agents.

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RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD. and CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 6th JULY.

10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

WEDNESDAY, 7th JULY.

8.00 a.m. Honam. | 8.00 a.m. Heungshan.
10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

Single Fare by Night Steamer.....\$ 6.00
Return Fare by Night (available also for Return by day Steamer).... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, Tons 1651. | s.s. Tai Shan, Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 11th JULY.

The Company's Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. & THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 3 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

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THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	\$Kamo Maru Capt. Shimizu \$Kashima Maru Capt. Yagi	T. 16,000 (THUR., 15th July at noon. T. 20,000 (THURS., 29th July, at noon.
VICTORIA, B.O., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, and Yokohama	\$Yokohama Maru Capt. Komatsubara \$Sado Maru Capt. Asakawa	T. 12,500 (THURS., 8th July at 4 p.m. T. 12,500 (TUES., 27th July, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	\$Nikko Maru Capt. Takeda \$Hitachi Maru Capt. Tominaga	T. 9,600 (FRI., 16th July at 4 p.m. T. 12,500 (TUES., 17th Aug. at 11 a.m.
CALCUTTA via Spore, Penang & Rangoon	\$Hakata Maru Capt. Kawashima	T. 12,500 (FRIDAY, 19th July.
BOMBAY via Singapore, Malacca and Colombo	\$Iyo Maru Capt. Okamoto	T. 12,000 (TUESDAY, 16th July.
KOBE	\$Colombo Maru Capt. Sakamoto	T. 8,000 (TUESDAY, 16th July.
SHANGHAI, Moji and Kobe	\$Kamakura Maru Capt. T. 12,500	(THURSDAY, 22nd July.
NAGASAKI, Kobe & Yokohama	\$Hitachi Maru Capt. Tominaga	T. 13,500 (FRIDAY, 16th July at 10 a.m.
SHANGHAI, Kobe and Yokohama	\$Suwa Maru Capt. Murai	T. 21,000 (TUES., 13th July at 10 a.m.

Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kamo Maru	16,000 tons	Thursday 15th July
Kashima	20,000 "	" 29th July
Mishima	16,000 "	" 12th Aug.
Suwa	21,000 "	" 26th August

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Yokohama Maru	12,500 tons	Thursday 8th July
Sado	12,500 "	Tuesday 27th July
Awa	12,500 "	Tuesday 10th August

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
ILOILO	\$Sungkiang	8th July at noon.
MANILA, CEBU & ILOILO	\$Tea	8th July at 4 p.m.
SHANGHAI	\$Liangchow	8th July at 4 p.m.
MANILA, CEBU & ILOILO	\$Chinhua	13th July at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 38.

Hongkong 6th July, 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tikembang	JAVA	5th July	SHAI	15th July
Tililong	JAVA	6th July	JAVA	15th July
Tilareem	SHAI	11th July	JAVA	11th July
Tibodas	JAVA	13th July	JAPAN	22nd July
Tilmanook	JAVA	17th July		

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

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Telephone No. 1574

York Building.

115

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Nippon Maru	22,000 - 18 knots	Tuesday, 13th July, at 10.30 a.m.
Shinyo Maru	22,000 - 21 knots	" 27th July, at noon.
Chiyo Maru	22,000 - 21 knots	" 24th Aug. at noon.
Tenyo Maru	22,000 - 21 knots	" 14th Sept. at noon.

First Class to London.....\$71.10. Return (6 months) £120.

First Class to New York.....\$80. " " £96.10.

" " San Francisco £45. " " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES and ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, ETC.

Kiyo Maru 17,200 - 15 knots Saturday, 10th July.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	15th July	22nd July at 11 a.m.
Eastern	2nd Aug.	9th Aug. "
Aldenhams	23rd Aug.	23rd Aug. "
St. Albans		17th Sept. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Halimun	A. H. Stewart	TUES. 6th July at 2.30 p.m.
Halitan	N. W. Evans	FRI. 9th July at 2.30 p.m.
Halching	W. O. Passmore	TUES. 12th July at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas LaPrall & Co.,
General Managers.

LOG BOOK.

Merchants Service Guild and Earl Kitchener.

The following Resolution was unanimously adopted at the last Meeting of the Management Committee of the Imperial Merchant Service Guild, which is the great representative body of the Captains and Officers of the British Merchant Service. Lord Kitchener has been acquainted of its terms:—That the Imperial Merchant Service Guild hereby expresses their unswerving loyalty to and complete and unabated confidence in Lord Kitchener, Secretary of State for War.

The Manchuria's Notable Voyage.

The Pacific Mail Company's trans-Pacific liner Manchuria will sail from Shanghai on Saturday next for San Francisco, via the Shanghai Mercury of June 22. On the way across, the usual calls will be made at Nagasaki, Kobe, Yokohama and Honolulu. Nearly 125 first cabin passengers and a considerable number of second-class passengers will join the steamer at Shanghai. The cargo form this port will consist largely of silk and tea. Leaving Yokohama the Manchuria's entire cabin accommodation will be occupied and her freight spaces filled to capacity with one of the most valuable cargoes that has ever sailed from the Orient. Friday, 25th June, was the date originally set for the big liner's departure from Shanghai but a telegram received at the local offices of the Pacific Mail Company states that the vessel will not sail from Hongkong as early as was first intended and so her departure from Shanghai is now set for 5 o'clock on Saturday evening, at which time the despatching tender will leave the Municipal Jetty.

Lord Aldenham on Shipping Prospects.

Lord Aldenham, presiding on June 1 at the meeting of the Eastern and Australian Steamship Company, said that the regular trade of their fleet was carried on with satisfactory results to the end of July. A few days before the declaration of war the board thought it advisable, owing to the proximity of New Guinea and Taigtau to their sailing routes, to hold up all their steamers at their nearest ports of call. This involved some loss owing to the waste of time, but its justification was obvious in view of the route taken by the Edder in the early days of hostilities. The company's trade was somewhat seriously interfered with in the following months, but trade shortly began to adjust itself to the new conditions. With regard to the current year's prospects, he said that the business done by their fleet from January to June would be first-class, and if the remainder of the period showed only normal rates they might have a very fair year. The cost of running steamers was, however, much increased, and they would have 12 months' war risk premiums to pay instead of 4-1/2 months' last year. This item alone would be a very heavy charge on whatever trading profit they made.

The Chinese Customs Receipts. A comparison of the first quarter's receipts of the Maritime Customs with those of a similar period for last year shows a shrinkage of over £1,383,020. This is a most unusual circumstance and must be attributed to the war in Europe.

The shrinkage is most remarkable in the import duties, tonnage dues and opium duties. The decrease in imported goods and in tonnage is the direct result of the European war, but the shortage in opium duties is what we expected, since we have put a reduction on the amount of opium to be imported. The difficulty confronting us is that the shrinkage for the first quarter of the present year being so enormous and there being no immediate hope of the struggle in Europe coming to a speedy conclusion, the receipts for the remaining parts of the present year may be equally discouraging. The financial outlook being such our Government should exercise the greatest care and discretion in carrying out its policy of retrenchment.

Oysters, Fresh, Fried or Stewed
Pickled, Hamoked, Kippers, &c.
ALEXANDRA CAVE.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
MOJI & Kobe	Kumsang	Fri. 9th July at 4 light
HOIHOW & Haiphong	Loksang	Fri. 9th July at 7 a.m.
W. WEI & Tientsin	Chipshing	Sat. 10th July at 4 light
SANDAKAN	Mausang	Sat. 10th July at noon
MANILA	Yuensang	Sat. 10th July at 3 p.m.
S'PORE, Pang & Cotta	Laisang	Sat. 10th July at 3 p.m.

Return Tours to Japan.

The steamers "Kumsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.
‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage.

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THE ROYAL MAIL STEAM
PACKET CO.PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For Steamer Date of Departure

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER,
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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular
intervals taking Passengers and Cargo at current Rates.
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JARDINE, MATHESON & CO., LTD.

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& ENGINEERING Co. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGEWRIGHTS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

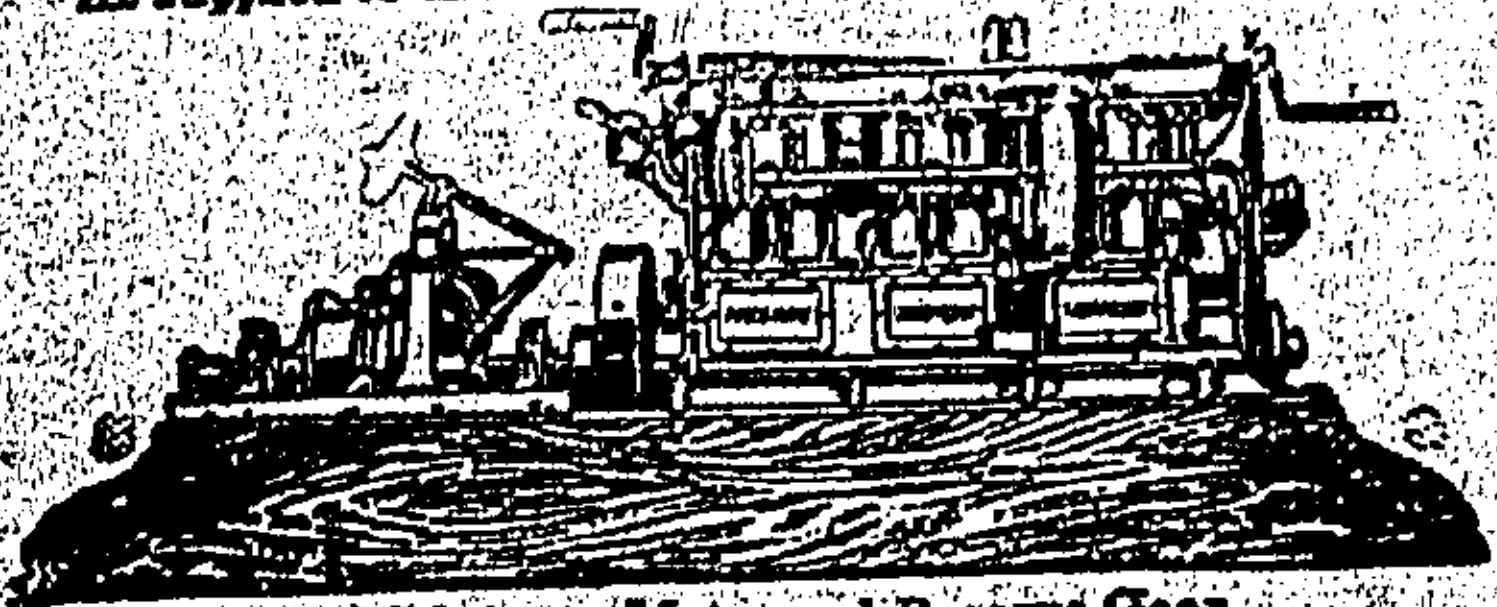
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
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50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for: **JOHN I. THORNYCROFT & CO., LTD.**

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 B. H. P.
As supplied to the British Admiralty & War Office.



C.S. type Motor and Reserve Gear.

B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SETS, MOTOR
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Dockyard Manager: 11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telephone Address: "TAIKOO DOCK."

Telephone No. 215.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	Atlantique	M. M.	10, July
M'les, L'don via S'pore etc.	Kamo M.	N. Y. K.	15, July
London via Usual Ports of Call	Sardinia	P. & O.	17, July
Marseilles & London	C. of Rangoon	B. L. L.	26, July
London via Usual Ports of Call	Kashgar	P. & O.	30, July
Marseilles via Ports	Polynesien	M. M.	7, Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

New York via Panama	Walton Hall	B. L. L.	7, July
Vancouver via S'hai & Japan etc.	Monteagle	C. P. R.	7, July
South A'oa Ports expect Man'lo	Kiyo M.	T. K. K.	10, July
San F'isco via M'la & Japan &c.	Nippon M.	T. K. K.	13, July
Via T'ma via K'lung & S'hai B.C.	Tacoma M.	O. S. K.	15, July
San F'isco via S'hai & Japan &c.	Mongolia	P. M. Co.	20, July
San F'isco via S'hai & Japan etc.	Shinyo M.	T. K. K.	27, July
Seattle	Shawel M.	J. M. Co.	E. of July
San F'isco via S'hai & Japan &c.	Paria	P. M. Co.	3, Aug.
San F'isco via S'hai & Japan &c.	Korea	P. M. Co.	10, Aug.
San F'isco via Manila & Japan &c.	Siberia	P. M. Co.	17, Aug.

AUSTRALIA.

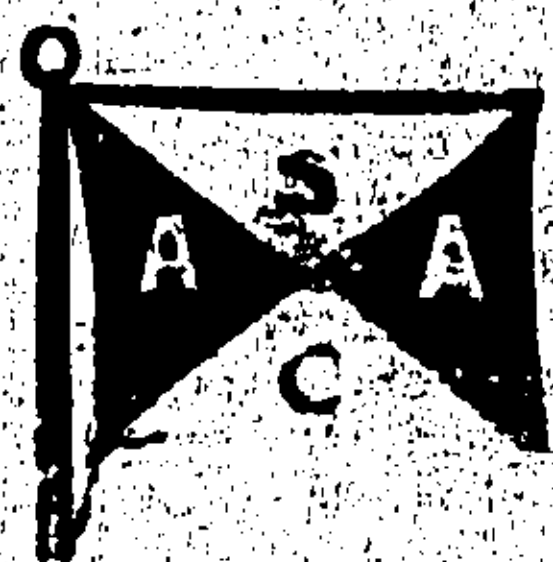
Australian Ports via Manila	Nikko M.	N. Y. K.	16, July
Australian Ports via Manila	Empire	G. L. Co.	17, July

SINGAPORE, COAST PORTS AND JAPAN.

Bombay via S'pore, Port S'hai,	Dairen M.	O. S. K.	6, July
Penang & Colombo	Kashgar	P. & O.	6, July
S'hai, Moji, Kobe and Yokohama	Chipshing	J. M. Co.	8, July
Weihaiwei and Tientsin	Liangchow	B. & S.	8, July
Shanghai	Kumsang	J. M. Co.	7, July
Kobe & Moji	Polynesien	M. M.	12, July
Shanghai, Kobe and Yokohama	Suwa M.	N. Y. K.	13, July
Shanghai, Kobe & Yokohama	Tjikembang	J.O.J. L.	15, July
Shanghai	K'kura M.	N. Y. K.	22, July
Shanghai	Nipponas	J.O.J. L.	Q. desp.
Shanghai	Tikaroom	J.O.J. L.	Q. desp.
Shanghai	Tijlatap	J.O.J. L.	Q. desp.
Shanghai	Tijmanok	J.O.J. L.	Q. desp.
Shanghai	Tijhodas	J.O.J. L.	Q. desp.

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHEWAN TOMES & CO.,
General Agents.

TO SAIL

C.P.R.

THE CANADIAN PACIFIC
RAILWAY CO.'SS.S. MONTEAGLE
will be despatched from Hong-
kong at NoonWEDNESDAY, 7th July
(Instead of 3rd July as previously
advised)for VANCOUVER via the usual
ports of call.For Freight or Passage apply
toD. W. CRADDOCK,
Gen'l Traffic Agent,
Hongkong.

TO SAIL

THE INDRA LINE Ltd.

For Boston & New York
via Suez.For Freight, Passage and
Further Particulars, apply to—**JARDINE, MATHESON
& CO., LTD.**

Agents.

Telephone No. 215, Sub. Ex. No. 9,
Hongkong, 23rd February, 1915.MOVEMENTS OF
STEAMERS.

AUSTRALIAN MAIL.

The E. & A. M. EASTERN MAIL Sydney
(for this port via Queensland Ports, Port
Darwin and Manila) on the 13th inst. and
may be expected to arrive here on or
about 14th July.
The Australian Oriental Line s.s. TAI-
YUEN left Port Darwin for Hongkong
via Philippines Ports on the 29th June,
and may be expected to arrive here on or
about 9th July.

AMERICAN MAIL.

The P. M. s.s. SIBERIA arrived at
San Francisco on June 29, also that the
s.s. MONGOLIA sailed from Yokohama
for Hongkong via Kobe, Nagasaki, and
Manila on the 1st inst. and is due here on
the 13th inst.

The mail for Hongkong has been trans-
ferred to the N.Y.K. s.s. HAKATA MARU
expected here on the 9th inst.

MERCHANT STEAMERS.

The S. L. s.s. RADROSHIRE from
London is due at Hongkong on the 13th
July.
The s.s. SANGOLA sailed from Calcutta
on the 1st inst. and may be expected here
on or about the 18th inst.

VESSELS IN PORT.

Steamers.

Onang, Br. s.s. 1,723, Tongs, 27th June—
Freemantle, Gen.—J. M. & Co.
Iro Maru, Jap. s.s. 2,324, K. Nuyagaki,
27th June—Moji, 29th June, Coal
—A. B. K.
Riojun Maru, Jap. s.s. 3,001, Y. Yamaguchi,
28th June—Kobe, 26th June, Gen.—
D. & Co.
Mansang, Br. s.s. 1,654, G. Hottelock, 29th
June—Sandakan, 13rd June, Lin-
ber—J. M. & Co.
Sahchee, Br. s.s. 4,055, S. M. McKay, 29th
June—Shanghai, 25th June, Gen.—
O. & Co.
Indra, Br. s.s. 3,850, J. O. Alexander, 28th
June—Manila, 25th June, Gen.—
J. M. & Co.
Laksang, Br. s.s. 977, Matthews, 29th June
—Haiphong, 27th June, General
—J. M. & Co.

Chungking, Br. s.s. 1,311, Rees Lewis, 29th
June—Saigon, 25th June, Rice—
B. & S.
Kwongang, Br. s.s. 1,438, W. F. Beckard,
30th June—Swatow, 29th June,
Gen.—J. M. & Co.

Hellas, Nor. s.s. 950, Stensen, 1st July—
Bastor, 3rd June, Rice—
Chinese.

Changchow, Br. s.s. 1,309, Morse, 1st June
—Swatow, 30th June, Gen.—B.
& S.

Monteagle, Br. s.s. 3,953, F. L. Davidson,
1st July—Shanghai, 28th June,
Gen.—C. P. R.

Natica, Br. s.s. 3,494, R. W. Thompson, 2nd
July—Woojung, 28th June, Bal-
last—A. P. Co.

Tamsan Maru, Jap. s.s. 1,422, J. Nishika-
wa, 2nd July—Hongay, 29th June
Coal—M. B. & Co.

Jade Fr. s.s. 356, J. Pannier, 2nd July—
Haiphong, 29th June, Rice—O. S.
& Co.

Anhui, Br. s.s. 1,355, G. Eedy, 3rd July—
Shanghai, 29th June, General—
B. & S.

Foochow, Br. 1,228, Owen, 4th July—Wa-
kanatsu, 29th July, Coal—B. &
& S.

Chigatsu, Br. s.s. 1,368, J. Speed, 4th July
—Bangkok, 27th June, Rice—
C. S. N. Co.

Koksang, Br. s.s. 977, D. W. Ritchie, 4th
July—Hohow, 3rd July, Gen.—
J. M. & Co.

Tungshing, Br. s.s. 1,173, Hussey, 4th July
—Saigon, 30th July, Rice—
Ch'less.

Tongtee, Chi. s.s. 1,195, Handa, 4th July
—Rice—Chinese.

Phu-yoh, Br. s.s. 1,298, Hibante, 5th July
—Saigon, 1st July, Rice—B. & Co.

Tjikembang, Dut. s.s. 8,013, N. v. Wright
Juniaum, 5th July—Java, 28th
June, Sugar—J. O. J. L.

Colombo Maru, Jap. s.s. 2,919, O. Sakamo-
to, 5th July—Singapore, General
—N. Y. K.

Annan, Br. s.s. 1,245, W. Benson, 5th July
—Shanghai, Gen.—B. & S.

TO SAIL.

FOR SEATTLE.

The Steamship
"SHINSEI MARU"
will be despatched about the
end of July.

For freight and particulars,
apply to

**JARDINE, MATHESON
& CO., LTD.**

Agents.

Hongkong, 30th June, 1915.

TO SAIL

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.

s.s. "MINNESOTA." (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680
Feet. Beam 73½ Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong about end of June

For SEATTLE via MANILA, NAGASAKI, INLAND SEA,
KOBE & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco	£36
Round Trip Tickets (Good for Six Months)	54
Nagasaki to Seattle or San Francisco	43
Round Trip Tickets (Good for Six Months)	49.10
Kobe and Yokohama to Seattle or San Francisco	31
Round Trip Tickets (Good for Six Months)	46.10
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (Six Months)	65
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (24 Months)	109
Reduced rates to all points in the United States, Canada, and Europe.	114

Luxurious Passenger Accommodation—Suites and State-rooms
(all outside rooms), Music room, Library, Smoking room, Nursery,
Laundry, Telephones, etc.

DIRECT connection at Seattle with Great Northern and
Northern Pacific Railways for all points in the United States,
Canada and Europe.

Cabin passengers may travel by rail if desired between ports
of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight and passage apply to
NIPPON YUSEN KAISHA, Agents.
Prince's Building.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
MARSEILLES & LONDON	City of Rangoon	26th July.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

Hongkong, 18th June 1915. General Agents.

AMERICAN AND MANCHURIAN LINE.

For NEW YORK via PANAMA.

THE Steamship

"WALTON HALL"

5,933 tons, will be despatched as above on Wednesday, 7th July.

For freight and further particulars apply to—

THE BANK LINE LTD.

General Agents.

Hongkong, 2nd July, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.R.O. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
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ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light Steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c. &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS—

NAME OF DOCK OR SLIP	LENGTH OF DOCK BLACKS	BREADTH OF DOCK BLACKS	DEPTH OVER SLIP AT ORDINARY SPRING TIDES	RISE OF TIDE STATION	REMARKS
KOWLOON					
No. 1 Dock, Kowloon	210	40	10	10	
No. 2 Dock, Kowloon	210	40	10	10	
No. 3 Dock, Kowloon	210	40	10	10	
WATERLOO					
Waterloo Dock	210	40	10	10	
WATERLOO					
Waterloo Dock	210	40	10	10	

OFFICE: KOWLOON

Telephone No. 1

Please Address Enquiries to the Chief Manager

R. M. DYER B.Sc., M.I.N., Kowloon Dock, Hongkong.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, JULY 6, 1915.

A THEATRE VENTURE.

A Story of "Shui" and Other Money.

In the Summary Court, this morning, before Mr. Justice Hazland Ng Fai and another sued Iam Wan Kai as partners in the late World Cinematograph Theatre, West Point, for the sum of \$334.

Mr. J. H. Gardiner appeared for the plaintiff and Mr. Otto Kong Sing appeared for the defendant.

Mr. Gardiner said there were other cases depending in a way on the result of the case, and in one the plaintiff was represented by Mr. Dixon (Messrs. Wilkinson and Grist). The question was one of partnership, and a partnership issue was what his Lordship would be called upon to decide. It would have to be decided whether the defendant was a partner in the World Theatre.

Mr. Dixon said he thought his case had better go in Friday's list because the case at present occupying the Court would take the whole day.

His Lordship said it depended if on the question of partnership, he found yes or nay. If the finding was "yes" Mr. Dixon would apply for judgment.

Mr. Gardiner said that that was not so. His friend was in this position—he had added, or originally issued his writ against parties alleged to be partners with the gentleman whose issue had to be tried.

His Lordship:—You have another string to your bow.

Mr. Gardiner said he thought there were several (laughter). He thought there were other cases in which Mr. Mason (Messrs. D'Almada and Mason) appeared. The defendant was, and still remained a partner in the theatre. Mr. Kong Sing, he believed, denied this on defendant's behalf. About a year ago the idea was conceived by two or three Chinese gentlemen to start a cinematograph theatre in West Point where they thought there would be a great demand for seats; in Queen's Road West, which had previously been occupied as a restaurant and which belonged to the defendant. He was the lessee, Mr. Gardiner believed, but the property belonged to the Sharp Estate, he thought, and the defendant had distrained and seized the premises which were his. All the property was sold up and left on the premises and most of that property was bought by the defendant. These gentlemen conceived the idea to start the theatre and they approached the defendant some time in the fifth month—about June, last year, first of all to know if he would rent the premises for the purpose of a cinematograph theatre, and evidence of the preliminary interview would be called. He agreed and wanted \$300 a month for them and he also wanted \$450 to be paid to him for certain furniture in one shop and \$1,000 for the goods and effects which were in the other portion of the premises; also \$200 for "shui money."

Mr. Gardiner believed that most of those landlords wanted "shui money"—he did not know what it meant, but he thought it was "tea money." The parties went away and there were subsequently several meetings, but eventually a meeting was held at the Lok To restaurant, which was at the instance of Mr. Pirie, who, apparently, was also interested in this concern. He thought there would be money in this venture so he invited a good few people who were interested in that business, together with the defendant, to the dinner, with the object, of course, of trying to come to a final arrangement or trying to get better terms for the taking of the theatre. The dinner was held sometime in the fifth intercalary moon, and it was then arranged as follows: That the rent should be reduced—and he was prepared to reduce the rent—to \$230 and to receive \$70 a month as being one of the founders. He then agreed to become a partner and it was arranged that \$600 he paid for the effects and \$200 he paid as "shui money." The \$600 and the \$200 represented the initial capital put by the defendant into the concern. No money was actually to be paid, but those two sums represented his interest and represented his capital in the concern. He became a partner to that extent and there was an ultimate agreement to that effect. The company were to have the effects and they were taken later by the bailiff with the books of the firm. He understood that his friend had called upon the Registrar to produce the books and no doubt they would be produced. His Lordship would see in the books the \$300 set down as the capital of the defendant—one of the first entries in the books of the firm. To deal with that \$300, some time about the eighth moon, one of the managers had formed prepared showing so and so was entitled to so much capital he had invested. In the tenth moon the defendant approached the manager and stated that he wished his share capital to be shown as if it had been advanced by a person of Ho Lok Tann. He was in the theatre every evening, superintending the taking of the money and he took his rent from the proceeds.

The case was adjourned.

SPECIAL POLICE RESERVE.

Hongkong Police Reserve orders issued to-day are as under:

Parades.
(Central Police Station)
Tuesday, July 6th.—No. 1 British, and Indian Platoons, without Arms, 5.30 p.m. No. 2 British will parade at the Water Police Station, and not at Central.

Wednesday, July 7th.—Nos. 1 and 2 Chinese Platoons.
Thursday, July 8th.—Nos. 3 and 4 Portuguese Platoons.

Recruits.
Until otherwise ordered, all recruits of the No. 1 British, the Portuguese and Indian Platoons will parade every Wednesday at 5.30 p.m. at the Central Police Station under Crown-Sergeant C. M. S. Alves. This parade is not optional. Commanders of the Platoons concerned will at once send to Sergt. Alves the names of their recruits and will warn them to attend.

Also, until otherwise ordered, all recruits of the Chinese Company, and men of the Chinese Platoons who are backward in their drill, will parade on Mondays and Fridays of each week at 5.30 p.m. at the Central Police Station under Crown-Sergeant Mow Fung and J. M. Wong, Commanders of Chinese Platoons will send to Crown-Sergeant Mow Fung names of their men who require extra drill, and will warn them to attend.

Combined Parade.
His Excellency General Kelly will inspect the Police Reserve during the week commencing July 12th. All members will therefore attend a Combined Parade at the Central Police Station on Friday, next, July 9th, at 5.30 p.m. Uniform must be worn by all ranks. Leave of absence from this Parade and from the Inspection must be obtained in writing from the Chief Inspector only. Any other parade ordered for July 9th is hereby cancelled.

(Sgd.) F. C. JENKIN.
D. S. P. (Reserve).

ner was held sometime in the fifth intercalary moon, and it was then arranged as follows: That the rent should be reduced—and he was prepared to reduce the rent—to \$230 and to receive \$70 a month as being one of the founders. He then agreed to become a partner and it was arranged that \$600 he paid for the effects and \$200 he paid as "shui money." The \$600 and the \$200 represented the initial capital put by the defendant into the concern. No money was actually to be paid, but those two sums represented his interest and represented his capital in the concern. He became a partner to that extent and there was an ultimate agreement to that effect. The company were to have the effects and they were taken later by the bailiff with the books of the firm. He understood that his friend had called upon the Registrar to produce the books and no doubt they would be produced. His Lordship would see in the books the \$300 set down as the capital of the defendant—one of the first entries in the books of the firm. To deal with that \$300, some time about the eighth moon, one of the managers had formed prepared showing so and so was entitled to so much capital he had invested. In the tenth moon the defendant approached the manager and stated that he wished his share capital to be shown as if it had been advanced by a person of Ho Lok Tann. He was in the theatre every evening, superintending the taking of the money and he took his rent from the proceeds.

A GREAT RETREAT.

Outlook on the San.

Iwagrod, May 23.—Thanks to the possession of a 95 h.p. racing car on the good roads of Southern Poland and a sheaf of permits from all the authorities, I have been able in a single day to cover nearly 190 miles in the rear of the Polish positions touching sources of information in many quarters where news of both the Polish and Galician fighting was available. When dealing with such huge operations, involving such a vast number of formations, nothing like an accurate story is at present possible, but from to-day's trip something like an approximate perspective is obtainable.

The Russians were aware of the German preparations for some time before the great movement in Galicia opened, and began forthwith to strengthen the reserve line, hoping to hold the Danajec, but prepared, as an alternative, to retire, if necessary. It is obvious that, with the long Russian front and the poor interior lines of communication, it is impossible to be strong on all fronts simultaneously. The other fronts were not stripped to defend the Danajec, as this line was not sufficiently important to warrant the weakening of the strategic positions elsewhere, but the preparations at the positions on the San and at Przemyśl were hurried on. I am informed from reliable sources that the German attack on the Russian centre on the Danajec was something utterly unparalleled in the history of the war. The batteries were massed in tiers, first field guns, then howitzers, then the heaviest mobile guns, which, by a torrent of uninterrupted shell fire, literally destroyed the Russian centre, through which the Germans poured, expecting to be able utterly to destroy both wings at leisure. In spite of the fury of the attacks, however, the Russians were not demoralized, but immediately began a retirement extending to the flanks until near the San. The gap created by the Danajec stroke was again closed and stiffened by reserves which had time to reach the San, where the present stubborn resistance was made.

Retreat in Good Order.
The Russian retreat to the San after their centre was cut and their left enveloped must be a manoeuvre, rank equal to the retreat from Mons. That the German and Austrian hosts were finally checked on the San bespeaks what nine months of war have been able to accomplish in the Russian Army organization, and further emphasizes a resiliency and dependability which should warrant the West in awaiting the outcome with reasonable faith that their Russian Allies will not fail them in the ultimate analysis.

Motoring from Warsaw through Radom, and then east to the points in 3 days' trip gave me an approximately accurate idea of what has taken place in this portion of the theatre of operations. The change of line following the retreat from the Danajec position was made with the greatest reluctance by all the formations involved, and practically all points were relinquished without fighting. I am even told that at many points the cavalry sought to tempt the Germans to engage them, but the enemy were not eager to do so, merely contenting themselves with following the Russians to the new positions, which, as was anticipated and as is now stated authoritatively, will be stronger than the old ones. Only one formation from this side of the Vistula has been permitted to engage actively in this movement, the others being held on the leash here, as after their inactivity, the constant arrival of reinforcements, and the fine weather, their moral was so high that all were eager to attack immediately.

There is a growing tendency among the well informed here to view the German situation in Galicia as extremely hazardous to the enemy in the contingency of their being unable to advance beyond the San, and many expect the possibility of a sudden cessation of the attack in Galicia and

An officer whose position should enable him to speak authoritatively respecting the movements of the formations in this vicinity, tells me that the corps near Sandomiers and Opatow were instructed to act defensively, but the contagion of the fighting in the adjacent positions to the south was such that it became difficult to keep them quiet. Finally, the German manoeuvres brought them in contact with the enemy, when this Russian corps fell on the Germans with an impetuous fury which, from the evidence given me, resulted in the practical destruction of the hostile formation, which was reported to be the 46th Landsturm, while two supporting divisions were badly mauled, with a loss which the Russians estimate at 12,000 and 6,000 prisoners. It is pretty clear that in this portion of the field the operations of the Germans were disastrous.

As for the operations on the San, I am informed that captured German officers give as the reason for the German check there the failure to supply ammunition sufficiently rapidly. It was hoped that in the action of the Danajec the Russians would meet with disaster, and the Germans then be able to withdraw troops to the Western and perhaps the Italian fronts. The rapidity of the Russian retirement and recuperation made it necessary for the Germans to follow them, and, as their own communications extended, their capacity to feed their guns on the basis on which the operations started resulted in a constantly dwindling effectiveness. At the same time, German strength, courage, and persistence must not be minimized, and past experience indicates their capacity to keep coming on with apparently undiminished ardour. I am informed that the newer German formations, though supremely brave and capable of infinite sacrifices, have not that stamina, engendered of discipline, which is characteristic of their first line, and which holds troops together after a shattering defeat.

Confidence in the Army.
Warsaw, May 22.

There is a sudden cessation here of the flood of pessimistic news which swept Warsaw during the time of uncertainty regarding the Galician movement. Every time the slightest discouragement is indicated in any quarter of the operations, all hostile elements, which include Austrian agents, immediately endeavour to start a panic. A reaction has set in to-day with increasing optimism regarding the Galician campaign.

News from this immediate front is very definitely good. The lines of the Bzura and the Bzawa are quiet and increasingly strong. The fighting near Nowe Miasto this week died down with the results in our favour, while reports indicate Russian advances in the direction of Kielce, which is so persistently rumoured to be retaken that the probabilities are that it will shortly be again in Russian hands. Other portions of the line, which were altered before, are gradually being regained by the Russians, while certain work of a constructive character on this front, which was suspended early in the week, is now being resumed with an increased amount of labour. It is significant that for the first time since October the entire executive staff of the Vistula line of railroads, which include the Miara route, has returned to Headquarters, indicating the optimism felt by the authorities concerning the safety of this city.

There is a growing tendency among the well informed here to view the German situation in Galicia as extremely hazardous to the enemy in the contingency of their being unable to advance beyond the San, and many expect the possibility of a sudden cessation of the attack in Galicia and

GLASS WORKERS STRIKE.

Australians Object to Germans.

Sydney, May 31.

Over 600 employees of the Sydney Glass Bottle Works went on strike this morning over the German question. There are about 40 Germans employed at the two establishments, some of them having been there nearly 20 years. A fortnight ago the members of the Sydney Glass Bottle Employees' Union held a meeting in the Sydney Trades Hall, and decided to give the Germans notice that after Saturday they would not work with them. This morning, however, the Germans put in an appearance at the works and all the other employees, men and boys, refused to turn to. The Germans, many of whom were friends of their fellow employees, refused to tamely submit to having their livelihood taken from them. Many of them are naturalised, and contend they should be given a fair deal. The other employees are determined not to resume work with the Germans.

Mr. A. N. Smith, manager of the Sydney Glass Bottle Works, interviewed by an *Evening News* reporter, stated that the men went to the works this morning, held a meeting in the yard, and because the Germans were there decided not to start work. Most of the Germans have been employed at the works for from 10 to 18 years. If the men insist on sending out the German workers it will leave the works with an insufficient number of men in one of the departments to carry on. In other words, the putting off of these Germans would mean the throwing out of work of a much larger number of other men who are not Germans. Moreover, the employment of the Germans does not mean the unemployment of Britishers, because no one can at present take the place of the foreigners. All these German workers are members of the Bottlemakers' Union, and have been since they came to this country. Mr. Smith added that he thought the difficulty would be satisfactorily settled during the day.

A concentration of troops either against the Bzura line or an advance on Warsaw from the south. It is safe to say, however, that the exhausted German forces which have been fighting furiously on the San will not have a great chance to effect any permanent damage, as they will encounter the solid walls of our formations on this front, which are calmly waiting to take up the burden of the Galician Army if the Germans decide to move in this direction.

Warsaw, May 24.—There is a revelation of feeling here in all quarters which has resulted in the greatest optimism. Where last week one heard constantly complaints of the Russian retirement from the hard-won advances in Galicia, the idea is now beginning to circulate that the Galician campaign may result in a new objective of the Russian attacks. It seems reasonably clear that the earlier Russian attacks through the Carpathian passes was undertaken because Austria was the easier enemy, and the latest movement may result, in case the Germans are obliged to retire, in Silesia being the main object of Russian attention while the Austrians are unsupported by the Germans. Perhaps they will retire voluntarily. In other words the situation which the Galician movement may produce from a world point of view may have infinitely greater results than the occupation of strips of devastated Galician territory, even though the same have been won by hard fighting over many months.

CONTEMPORARY OPINION.

(Why Italy Intervened.)

Says a *N. O. Daily News* leader:—It is difficult to conceive of a document more clearly proving the irreconcilability of the interpretations of their duties and responsibilities placed upon the treaty entered into by the Triple Alliance Powers by the respective parties thereto than the recently issued Italian Green Book. This publication is a telling apology of the policy of Italy. The Government in Rome had just cause for complaint that Germany and Austria-Hungary ignored her in their decision to go to war, and yet expected her actively to support them in a policy that was not only repugnant to Italy but detrimental to her interests. Both Germany and Austria were so fully convinced that Italy would follow their lead without question that they assumed that she could be ignored until the time came to give instructions as to where and when she should strike the enemy. But, although the diplomatic negotiations are permeated with bargaining, Italy from the outset laid greatest emphasis on the point that Austria-Hungary "without entering into any understanding with Italy, without even conveying to her the slightest notification of her intentions and without taking into account the counsels of moderation of the Royal Government, addressed to Serbia, on July 23, an ultimatum which was the cause and starting point of the European conflagration. Ignoring her obligations under the treaty, Austria profoundly disturbed the status quo in the Balkans and created a situation from which she alone might profit at the expense of the interests of the greatest importance which her Ally had so often affirmed and proclaimed." Moreover, there was no question as to the sentiments of the Italians, in whose minds ranked considerable bitterness not only on account of the Austrian sovereignty over former Italian lands, but also because of the manner in which Austria treated Italy in the course of the Italian war with Turkey and during and subsequent to the Balkan wars.

According to the Green Book, Italy made her first official protest to Austria on December 9, when Count Berchtold, at that time Austro-Hungarian Minister of Foreign Affairs, was informed that the Austrian march against Serbia constituted an act that required to be examined between the two Governments in accordance with Article VII of the Triple Alliance Treaty, which stipulated that the Austrian Government must arrive at a preliminary agreement with Italy and pay her compensation even for a temporary occupation. The Italian Government, therefore, suggested an agreement before Austria sent her troops over the Serbian frontier. Baron Sonnino, Italian Minister of Foreign Affairs, simultaneously reminded Count Berchtold that during the Italian war with Turkey, Austria prevented Italy from undertaking several military operations which would have shortened the war, and that the naval operations in the Dardanelles also provoked formal reservations from Austria. On December 20, Prince Buelow, who had arrived in Rome with an olive branch, informed Baron Sonnino that the object of his visit was to improve the good relations between Italy and Germany and that "Italy was quite right in wishing to discuss the question of compensation, which would be agreed to when Austria had obtained certain determined results." Thus we get a glimpse of the real situation between Germany and Austria: the former, true to her character, was quite

willing to exploit her Ally for her own selfish interest, for on the day Prince Buelow made this statement the Austrian Ambassador left for Vienna after repeating that Italy had no ground for desiring negotiations.

Subsequently Austria shifted her ground, suggesting that suitable compensation might be found in Albania, well knowing the views of the Powers—for which she was in large measure responsible—on the question of Albanian independence. The Italian Minister of Foreign Affairs promptly replied that "we have no desire to be forcibly dragged into the international question of the Balkans and plunging ourselves inevitably and permanently in conflict with Serbia and Bulgaria." Thus once again a subtle but very transparent effort to buy off Italy and store up future trouble for her was thwarted. Prince Buelow continued to argue that a permanent agreement might be arranged, although he did not believe that it would be possible to obtain anything more for Italy than the Trentino. On January 25 the semi-official newspapers in Vienna stated that no concession of territory would be made; at the same time Austrian troops began to concentrate on the borders of Roumania and Serbia, and this constituted a new danger for Italy, while it also evoked a strong movement in Italy in favour of participation in the war. Baron Burián, the new Austrian Foreign Minister, endeavoured to gain time by counter-proposals, but as these only consisted of the cession of Valona and the Dodekanese they were rejected; and Italy, demanding an early answer, entrenched herself behind Article VII of the Treaty of Alliance, declaring that any military action which Austria might take from that day forward in the Balkans against Serbia, Montenegro, or other States without the previous agreement prescribed by Article VII would be openly contrary to the Alliance. Presumably Germany again brought pressure to bear upon Austria, for the latter, on March 9, agreed to discuss the question of compensation on the proposals of Italy. But Baron Burián declared explicitly a week later that he could not agree to any convention being immediately carried into effect. Baron Sonnino insisted on this point, and once more Germany stepped in with her now historic empty pledge that any convention would be carried out after the conclusion of peace. Naturally Italy wanted something more tangible than promises, especially as they were exacted by forces of desperate circumstances. Although the pourparlers were continued no appreciable headway was made, and, on May 3, Italy declared her Treaty of Alliance with Austria to be henceforward of no effect. In the meantime public opinion in Italy had been stirred up by the methods of warfare adopted by Germany and Italy was left no alternative but to join the Allies unless she sank her national aspirations for ever. The document issued by Italy is unmistakable evidence of the fact that German and Austrian views do not coincide, that Austria-Hungary, while bowing to the will of Germany to a considerable extent, is too far-sighted to place herself completely in the German Emperor's hands, and that both empires were only prepared to consult or placate Italy in so far as they saw that it was to their individual interest to do so.

Alleged Portuguese Gambler.
Five men and four women, all Portuguese, were summoned this morning before Mr. J. B. Wood for gambling at a house in Shelley Street. The case was remanded for a week. It is alleged that the game the defendants were playing was "Monte."

PUBLIC AUCTION.

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions from the Trustees of the Wing Yu Shing Hing Kee firm (in bankruptcy) to sell by Public Auction on

FRIDAY,
the 9th July, 1915, commencing at 12 noon
at the Po On Godowns,
Connaught Road West.

884 Slabs Yunnan Tin.

On view Now.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

CONSIGNEES.

TOYO TISEN KAISHA.

From SAN FRANCISCO, via
HONOLULU, JAPAN PORTS
AND SHANGHAI.

The Steamship
"NIPPON MARU."

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on 6th July at noon will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all goods remaining undelivered on 12th July at 5 p.m.

No Fire Insurance whatever will be effected.
No claim will be recognised after the goods have left the Steamer or Godown.
All chafed and damaged cargo will be landed into the Godown, where they will be examined on 14th July at 10 a.m.

No Claims will be recognised if filed after 19th July.
K. DOI,
Acting Agent.
Hongkong, July 5th 1915.

NOTICES.

A SNOWBALL BAG SALE

in aid of the Belgians in England and in Belgium, will be held in the grounds of Government House, on FRIDAY, July 9th from 4—7 p.m.

Under the distinguished patronage of H.E. The Governor and Lady May, H.E. Major General Kelly, C.B. and Mrs. Kelly, His Honour Sir William Rees Davies, and Lady Rees Davies, The Commodore and Mrs. Anstruther.

By kind permission of Colonel Watson and the Officers, the Band of the 74th Punjabis will play during the afternoon.

Entrance from Lower Albert Road.
Admission 20 cts. Tea 40 cts.

CLEARANCE SALE

of
LAMPSHADES.

3% discount for CASH

at
KOMOR & KOMOR'S

Alexandra Buildings,

Des Vaux Road.

Hongkong, 23rd June, 1915.

NOTICE.

Notice is hereby given that by mutual arrangement Mr. Richard Nickolaus Only retired from our Firm on the 30th June, 1915. As from such date our business will be carried on by the only remaining partners Frederick Brougham Marshall and William Wilson.

TAIT & CO.
Amoy, 1st July, 1915.
Don't forget after the Show
Supper and Light Refreshments
at **LEXANDRA CAFE.**
Open till Midnight.

ENTERTAINMENTS.

VICTORIA THEATRE.

TUESDAY, 6th July, 1915.

The Great Dramatic Feature Film

The Letters of the Law

in 2 parts, 2,000 feet long.

The Fine Comedy Picture

The Suffragette

in 2 parts, 2,000 feet long.

Pathe's Gazettes

Pathe's Comicals

Pathe's Historical

FRIDAY, 9th July, 1915

15th & 16th Episodes "Perils of Pauline"

Remember this Great Picture is nearing its climax

(very exciting).

BIJOU THEATRE.

Commencing SATURDAY, 3rd July

the powerful Italian drama

THE WAYS OF PROVIDENCE

in 5 parts—Length 8,000 feet

Also Comic Pictures.

LOOK OUT FOR

the great Exclusive Feature

THE SECRET OF THE MYSTERIOUS "X"

in 8 parts, 10,000 feet

NOTICES.

CAILLE

PORTABLE MOTORS.

Shipments just to hand with the latest improvements. Many exclusive features not to be found in other portable Motors.

Let us give you a demonstration.

Two Sizes:—2.3 h.p. & 3.5 h.p.

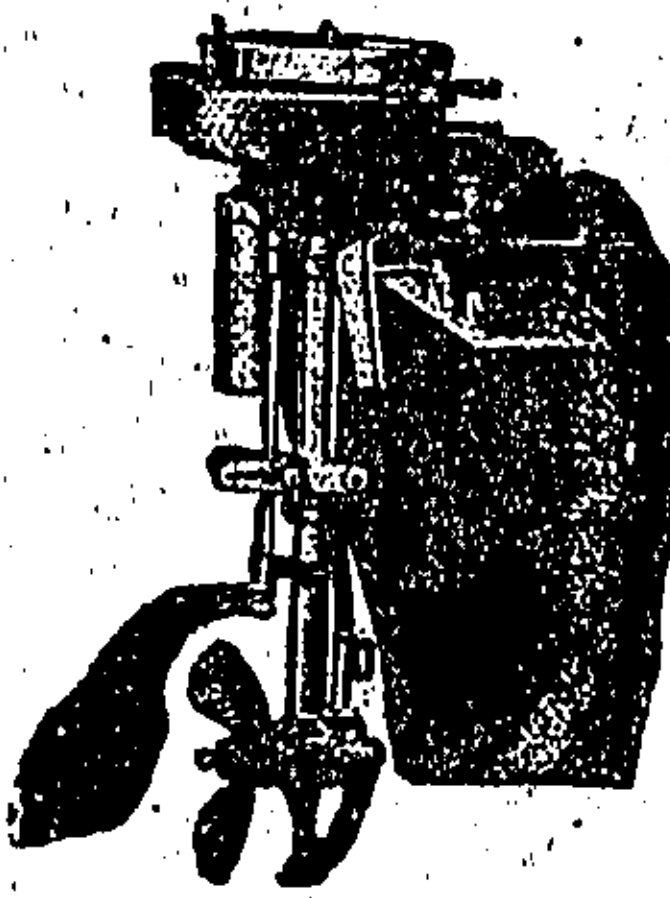
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Have you yours?

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EVERY EVENING AT NORTH BEACH.

ICES.

Cold Minerals, Tea, Coffee, Cakes, etc.
Supplied from 4 p.m. daily at Hongkong prices.
With Best attendance.

THE ALEXANDRA CAFE
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PUBLIC AUCTION

GEO. P. LAMMERT.

AUCTIONEER, SHARE & GENERAL BROKER

A VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS.

THE Undersigned has received instructions from Van Yuen Tsar (who is giving up business in Hongkong) to sell by Public Auction on

Friday & Saturday the 9th & 10th July, 1915, commencing each day at 2.30 p.m., at his Sales Rooms, Duddell Street.

The Whole of His Valuable Collection of Antique China & Curios from Sung to Towk wong periods

Comprising:—
5-coloured, 3-coloured and Blue and White Vases, Plates, Bowls, Figures, etc., etc.

Very Fine Blue and White Vase, Kanghi.
Very Fine Sang-de-boeuf Vase, Ming.
Very Fine Famille Rose Vases, Yungching.

Very Fine Famille Rose Plaques, Kienlung.
Very Fine 3-coloured Flower Pot, Yungching.
Very Fine Famille Rose Plates & Bowls, Yungching (Imperial).

Very Fine White Soft Paste Vase, Kanghi.
Soochow Redwood Screens inlaid with Famille Rose and Blue and White Kienlung and Kanghi Porcelain Plaques, Porcelain Pictures inlaid in wood, etc., etc.

also
Soochow Redwood Curio Stands, Cabinets, Tables and Chairs.
N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

Catalogues will be issued.
On view from Tuesday, the 6th instant.
Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

OFFICIAL MARKET PRICES

Hongkong, March 125, 191
BUTCHER MEAT.

	Ota.
Beef Sirloin—Mei Lung Pa	lb. 19
Prime Out—	21
Corned—Ham Ngau Yuk	19
Roast—Shiu	19
Breast—Ngau Lam	17
Soup—Tong Yuk	15
Steak—Ngau Yuk Pa	20
do.,—Sirloin—Ngau Lau	30
Sausages—Ngau Cheung	24
Bullock's Brains—No	per set 10
Tongue, fresh—Ngau Li	each 60
Head—Ngau Tau	each 1.00
Heart—Ngau Sum	lb. 14
Hump, Salt—Ngau Kin	20
Feet—Ngau Keuk	each 11
Kidneys—Ngau Yiu	11
Tail—Ngau Mei	18
Liver—Ngau Kon	lb. 13
Tripe (undressed)—Ngau To	6
Calves' Head & Feet—Ngau-tai-tau-keuk	set 1.00
Mutton Chop—Yeung Pei Kwat	lb. 25
Leg—Yeung Pei	25
Shoulder—Yeung Shau	24
Saddle—	27
Pigs Chittlings—Chu Chong	27
Brains—Chu No	per set 24
Feet—Chu Keuk	lb. 13
Head—Chu Chap	15
Heart—Chu Sam	each 11
Kidneys—Chu Yiu	18
Liver—Chu Kon	lb. 28
Pork Chop—Chu Pai Kwat	24
Corned—Ham Chu Yuk	28
Leg—Chu Pei	20
Fat or Lard—Chu Yau	20
Sheep's Head and Feet—Yeung Tau Keuk	each 8
Heart—Yeung Sam	12
Kidneys—Yeung Yiu	lb. 26
Liver—Yeung Kon	22
Sucking Pigs, to order—Chu Tsai	20
Suet, Beef—Shang Ngau Yau	28
Mutton—Shang Yeung Yau	19
Veal—Ngau Tsai Yuk	20
Sausages—Ngau Tsai Cheung	20
Lard—Chu Yau	20

POULTRY.

	Ota.
Chicken—Kai Tsai	lb. 35
Capon, Large, Small—Sin Kai	34
Ducks—Ap	32
Doves—Pan Kau	18
Eggs, Hen—Kai Tan (cooking)	per doz 20
(fresh)	30
Fowls, Canton—Kai	lb. 42
Hainan—Hoi Nam Kai	30
Gese,—Ngo	24
Pigeons, Canton—Pak Kap	each 28
Hoihow—Hoi How Pak Kap,	25
Snipe—Sha Tsai	each 22
Turkeys, Cook—Fo Kai Kung	lb. 60
Hen, Na	45
Pheasant—Shan Kai	75
Quail—Om Chun	25
Partridges—Che Ku	65

FISH

	Ota.
Berbel—Ka Yu	lb. 16
Bream—Pin Yu	18
Canton Fresh Water Fish—Hoi Sin Yu	15
Carp—Li Yu	20
Catfish—Chik Yu	12
Codfish—Mun Yu	14
Crabs—Hai	26
Cuttle Fish—Muk Yu	16
Dab—Sha Mang Yu	12
Dace—Wong Mei Lap	10
Dog Fish—Tit To Sha	13
Eels, Conger—Hoi Man	13
Fresh water—Tam Sui Yu	18
Eels, Yellow—Wong Gin	32
Frogs—Tin Kai	33
Garoupa—Shek Pan	40
Gudgeon—Pak Kap Yu	18
Herrings—Tso Pak	20
Halibut—Cheung Kwan Kap	20
Labrus—Wong Pa Yu	18
Loach—Wu Yu	26
Lobsters—Lung Ha	28
Mackerel—Chi Yu	20
Monk Fish—Mong Yu	32
Mullet—Chai Yu	18
Oysters—Shang Ho	22
Parrot Fish—Kai Kung Yu	12
Perch—Tau Lo	18
Pike—Ka Pau Fong	16
Plaice—Pan Yu	15
Pomfret, Black—Hak Chong	28
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	38
Ray—Fai Pa Sha	10
Rock Fish—Shek Kau Kung	15
Roach—Chun Yu	12
Salmon—Ma Yu	30
Shark—Sha Yu	7
Skate—Po Yu	8
Shrimps—Ha	25
Snapper—Lap Yu	28
Soles—Tat Sha Yu	26
Tench—Wan Yu	16
Turbot—Cho How Yu	18
Turtles, small, fresh water—Keuk Yu	60

FRUITS.

	Ota.
Almonds—Bang Yan	lb. 35
Apples (California)—Kam Shan Ping Kho	18
(Chafoo)—Tia Chun Ping Kho	18

肉食

Bananas, fragrant, Canton—San Shing Heung Chiu lb.—

(brides), Macao—San Heung Chiu

Chestnuts, Chinese—Fong Lai

Carambola—Yeung To

Coconuts—Ye Tse

Grapes—Po Tai Tze

Lemons, China—Ling Mung

America—Kam Shan Ling Mung

Licenses Dried—Lai Chi, small Stone

Oranges, (Canton)—Shan-shang Tim Ching

Pears, (American), Kam San Shoot Lay

(Canton), Cooking—Sha Li

Peanuts—Fa Shang

Plantain—Tai Chiu

Plums—Swatow, Hung Lai

Pineapple, Siam—Chim Lo Yau

Shanghai—Lo Kwai

Walnuts—Hop To

Green—Sang Hop Tuo

Water Melon—(Am.) Kom San Sai Kwa

VEGETABLES, &c.

Artichokes, Shanghai—Sheung-hoi Ah Chi

Beans, (French), Macao—Oh Moon Pin Tau

(French) Shanghai—Sheung Hai Pin

Sprout—Ah Choi

Long—Tan Kok

Beet Root—Hung Choi Tau

Bitter Squash—Fu Kwa

Brinjals, Green—Ching Yuan Kwa

Red—Hung Ke

Cabbage, Chinese, (common)—Ka—Tsoi

Cabbage, Shanghai—Ye Tsoi

Cane Shoots, bunch—Kan Shun

Carrots—Kam Shun

Celery, Chinese—Tong Kan Tsoi

Chillies Dried—Kon Lap Chiu

Red—Hung Ka Chiu

Green—Ching Lap Chiu

Curry Stuff, English—Ka Li Chu Liu

Onions—Ching Kwa

Garlic—Sun Tau

Ginger, young—Sun Tse Keung

old—Lo Keung

Horse Radish, Shanghai—Lik Kan

Indian Corn—Suk Mai

Lettuce—Yeung Shang Tsoi

Water Chestnut—Ma Tai

Mandarin—Kwai Lam Ma Tai

Mushrooms, Fresh—Shang Cho Ko

Musk Melon, Amer.—Kam-san Hong Kwa

Okros—

Onions Bombay—Yeung Chong Tau

Green—Shang Chong

Shanghai—Sheung-hoi Chong Tau

Parley—Kun Tsoi

Green Peas—Ching Tau

Potatoes, Sweet—Pan Shu

Shanghai—Sheung-hoi Shu Tsa

Japan—Yut Pan Shu Tsa

American—Fa Ki Shu Tsa

Foochow—Foo-chow Shu Tsa

Pumpkin—Tong Kwa

Radish—Hung Lo Pak Tsa

Rhubarb (Fresh)—Tai Wong

Sage—Tse So

Shallots—Kon Chong Tau

Spinach—Yin Tsoi

Tomatoes—Wan Ke

Taro—Wa Tau

Turnips Punti, (Long)—Lo Pak

English—Yeung Lo Pak

Vegetable Marrow—Chit Kwa

(American)—Kam-san Chit Kwa

Water Cress—Sai Yeung Tsoi

Lily root—Lin Ngau

Yams—Ta Shu

English—Yeung Kan Choi

Tau

The above prices are in accordance with the Government list

of maximum charges fixed by Proclamation as revised up to the

30th ult. The Proclamation also contained the following schedule

of maximum retail prices:—

1. Flour:—

(a.) Highest Grade, per bag of 50 lbs., ... \$4.50

per lb., ... 10

(b.) Second Grade, per bag of 50 lbs., ... 4.00

per lb.,08

(c.) Third Grade, per bag of 50 lbs., ... 3.50

per lb.,0

2. Tinned Milk:—

(a.) Sweetened Condensed Milk, per 1 lb. tin, ... 35

(b.) Unsweetened Condensed Milk, per 1 lb. tin, ... 25

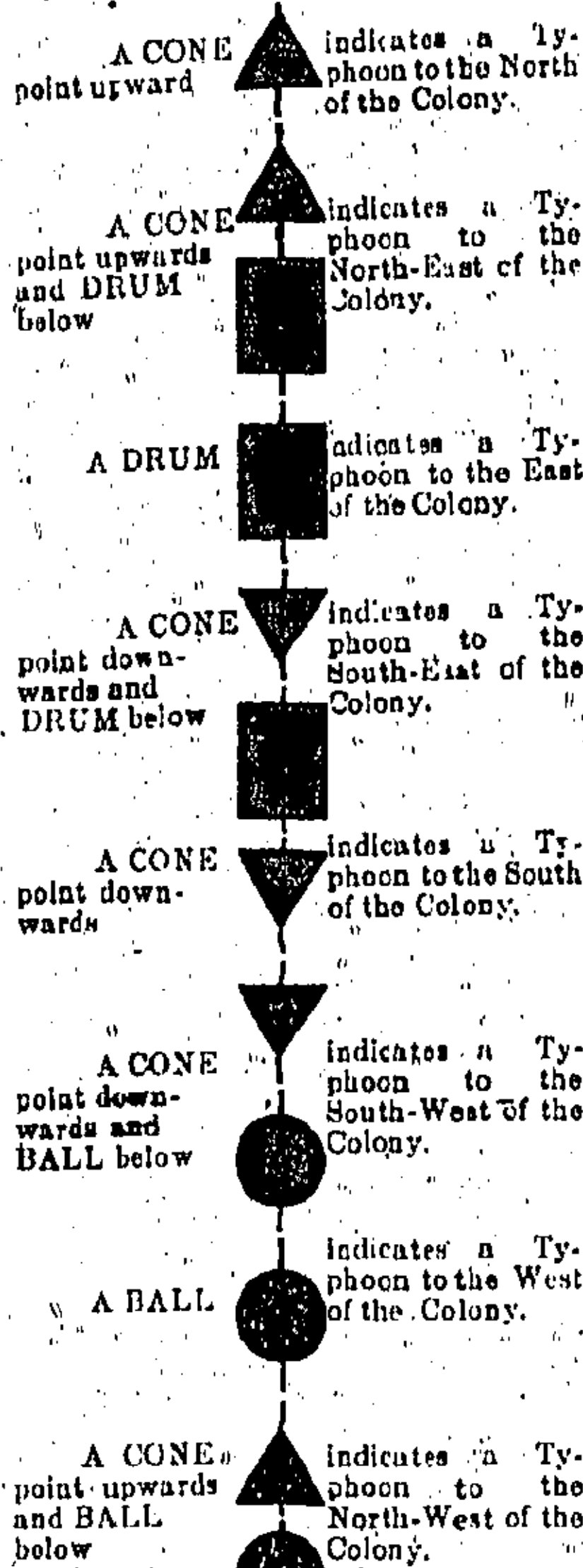
(c.) Sterilized Milk, per tin, (18 oz.), ... 25

(d.) Sterilized Milk, per 1 litre tin

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai-chi-kok and F. O. Quarters, Lyceum.



RED SIGNALS indicate that the centre is believed to be more than 100 miles away from the Colony. BLACK SIGNALS indicate that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS. In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office: THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS. A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS. The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event or the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS. For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour: Gap Rock, Aberdeen, Wai-lan, Sau Ki Wan, Stanley, Sai Kung, Cape Collinson, Sha Tau Kok, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand by signals from the lighthouse. C. W. JEFFRIES, Director.

THE WAR.

COUNTRIES ENGAGED.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Italy.
	Japan.
	Serbia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 8 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

PRINCIPAL EVENTS.

June 28—Archduke Francis Ferdinand assassinated.

July 23—Austria sends an ultimatum to Serbia.

July 31—Russia orders general mobilisation.

Aug. 1—Germany declares war on Russia. French Cabinet orders general mobilisation.

Aug. 2—German forces enter Luxembourg.

Aug. 4—England sends ultimatum, demanding observance of Belgian neutrality. Germany rejects ultimatum.

Aug. 5—England at war.

Aug. 7—Germans enter Liege. French invade southern Alsace.

Aug. 15—Austrians enter Serbia. Japan sends ultimatum to Germany.

Aug. 17—British land in France.

Aug. 19—Beginning of battle of Lorraine.

Aug. 20—Germans enter Brussels.

Aug. 23—Germans enter Namur.

Aug. 24—British begin retreat from Mons.

Aug. 25—French evacuate Mulhausen.

Aug. 26—Germans take Longwy.

Aug. 27—Louvain burned by Germans. Japanese blockade of Tsingtau.

Aug. 28—Battle of Heligoland.

Sept. 2—German advance reaches Senlis. French Government moves to Bordeaux.

Sept. 3—Russians occupy Lemberg.

Sept. 5—Battle of the Marne begins.

Oct. 30—Col. Maritz, rebel leader driven out of Cape Colony.

Nov. 1—German naval victory off the coast of Chili.

Nov. 3—German squadron makes a raid on British coast.

Nov. 4—German cruiser York strikes mine in Jade Bay.

Nov. 5—England and France declare war on Turkey. Dardanelles forts bombarded.

Nov. 6—Tsingtau surrenders.

Nov. 7—Russians enter East Prussia.

Nov. 10—The Emden destroyed.

Nov. 11—Germans capture Dixmude.

Nov. 19—House of Commons votes a new army of 1,000,000 men. More than 1,100,000.

Nov. 23—Russians surround German corps south of Lodz.

Nov. 26—British battleship Bulwark destroyed by explosion in the Medway River.

Dec. 1—German Reichstag votes new credit of five billion marks. King George visits Flanders.

Dec. 2—Austrians occupy Belgrade. Gen. De Wet captured.

Dec. 3—Servians defeat Austrians in three days' battle.

Dec. 6—Germans occupy Lodz.

Dec. 8—British naval victory off Falkland Islands.

Dec. 9—Gen. Byers, Boer leader, killed at the Vaal River.

Dec. 13—British submarine sinks the Messudieh in Dardanelles.

Dec. 15—Austrians evacuate Belgrade.

Dec. 16—German cruisers bombard Scarborough and Hartlepool.

Dec. 18—Egypt proclaimed a British protectorate. Gen. Botha reports Boer rebellion as at an end.

Dec. 20—Severe fighting on the line of the Buzura River.

Dec. 23—French Chamber votes war credit of £340,000,000.

Dec. 25—British naval and aerial raid against Cuxhaven.

Dec. 28—French occupy St. Georges, near Nienport.

Jan. 1, 1915—H.M.S. Formidable sunk in the Channel.

Jan. 3—French capture Steinbach.

Jan. 3—Russians win decisive victory over Turks in the Caucasus.

Jan. 8—French advance across Aisne, north of Soissons.

Jan. 13—Turks occupy Tabriz. Count Berchtold resigns.

Jan. 19—German air fleet bombards Yarmouth.

Jan. 21—General Falkenhayn, German War Minister, resigns.

Jan. 24—British naval victory in North Sea; the Blucher sunk.

Jan. 28—Germans lose heavily at Givency and Cuinchy.

Jan. 31—Germany inaugurates submarine raids.

Feb. 3—German auxiliary cruiser sunk off Patagonia.

Feb. 5—Turks attempt to cross Suez Canal.

Feb. 6—Allies resolve to unite financial resources.

Feb. 8—Total British casualties to date 104,000.

Feb. 10—Germans execute the rebel Maritz.

Feb. 17—Canadian contingent lands in France.

Feb. 20—Over 10,000 Germans surrender in France.

Feb. 27—Allied Fleet enters the Dardanelles.

Mar. 1—House of Commons votes supplementary credit of 37 millions and a fresh credit of 250 millions.

March 8—British aeroplanes attack Ostend.

March 9—Second Canadian contingent lands in England.

March 10—Four German submarines accounted for.

March 10—British capture Neuve Chapelle.

March 14—German losses at La Bassée total 10,000 in three days.

March 14—The Dresden sunk off Juan Fernandez Island.

March 16—Sir John French estimates German losses in La Bassée region to be 17,000.

March 18—British battleships Irresistible and Ocean and French battleship Bouvet sunk by floating mines in Dardanelles.

March 19—Russians enter Memel.

March 21—Futile Zeppelin raid on Paris.

March 22—Przemysl surrenders to the Russians.

March 24—British airmen successfully attack German submarine works at Hoboken.

March 25—German submarine U209 sunk with all hands.

March 29—Russian Fleet bombards the Bosphorus. German submarine sinks West African liner Falaba.

March 31—Australia offers another contingent.

April 8—Prinz Eitel Friedrich interned in Norfolk Navy Yard, U.S.A.

April 9—Germany assumes liability for the sinking of the American ship William Frye. Anti-Austrian demonstrations at Genoa.

April 10—German Note to United States complains that the latter has accomplished nothing by her diplomatic correspondence with Allies. Official statement as to ill-treatment of British prisoners in Germany.

April 11—German Socialists issue peace pamphlet. Bishop of London visits entire Front.

April 12—New York Herald demands that Count Bernstorff should be given his passports.

April 13—Sir John French asks for extra munitions.

HOTEL LIST.

Hongkong Hotel.	
Anderson S E	Joseph S M
Bain H Murray	Jones M T
Baring J H	Kay G A
Bell O D	Lambert E B
Bellows M E R	Layton G
Bischoff F L	Law H D
Bourne G G	Lloyd G T
Borne F E	Mann M R R
Cheetham H	Markham B
Cassell Capt L	Marriott Dr & Mrs O
Cornelissen Mrs	Mohla K B
Culand M E	Moschi J
D'Almeida Castro	Miller R M
Mrs & Mrs	Mody Mr & Mrs J H
D'Almeida Castro	N
Mrs	Moore Wm
D'Almeida Castro	Neighbour W R
Master	Ogg Miss J G
Davis Mr & Mrs F E	Quinton J
Deane T	Pegg H H
Dowling W A	Piston M L
Duffy Miss M E	Pittcher A J
Ehrenfels H E	Poll D
Evenson E	Root Miss M L
Finney A G	Root Mr & Mrs F T
Farmor W	Ross Miss F
French Capt & Mrs	Ray E H
E M	Randall Mrs J A
Fitzwilliams D G H	Ross R G
Fuller Doorman	Rowell J P
Fuller Mr & Mrs S	Sheldon Mr & Mrs
Gambrell Capt	R D
Gibb J	Smith W H
Gibb J	Smith Mrs A G
Gieseler C H	Sorby V
Gould Mr & Mrs J	Sundheimer W A
Goulbourn V	Thompson W
Griffiths H L	Trowbridge H
Goodrich C L	Yallin Dr & Mrs H D
Hairtean M	Yallin C E
Hall Capt T F	Wall Mr & Mrs A
Hall W	White F W
Hannibal Mr & Mrs	White Mr & Mrs
H A	H L H
Hewitt Hon M E A	Wilkie W
Hollingsworth A H	Wood G G
Hodge W J	Wood Mrs R F
Irving E A	Woods Mrs F M
Joseph E M	

Carlton Hotel.	
Carson Mr and Mrs	Macgregor D
Carson Miss H	Malcolm J
Clarke Miss May	Marshall J
Craig H	McKee Thomas
Cropley L	McLver
Cropley N C	Pennell W V
Cropley C C	Pearson N
Felcher W O	Plummer Capt R
Goodall Mr & Mrs	Raynor Mr & Mrs
Goodall Misses	Soga I
Holloway H D	Tappin W
Hosch Dr J	Thompson Wm
Johns G L D	Winterman R
Killer S A	
Lee H	

King Edward Hotel.	
Almond Mrs R	Laurensen Mr & Mrs
Bettinson Mr & Mrs	Lee W D
C W	Lee T H
Budge W	Lennox Miss
Beale Mrs	Lennox J
Claxton A A	Macdonald Major D
Cooke Mrs F L	Murphy H
Cooke Miss J F	Nakel R
Cooke Master G M	Pennell Mrs W C
J F	Pennell A L
Course A	Radford H
Dutton Mr & Mrs G	Ramsey Mrs R A
E	Richardson Mr & Mrs
Elson W T	Richardson W
Geary Mr & Mrs	Sligo Mr & Mrs H E
For Mrs A	Robson Mrs
Fyfe A A	Super C H
Fritz C	Stewart R
Haas Mr & Mrs J	Sylvester Mrs S
Hastings F R	Tanno H
Hoshing A	Taylor Mr & Mrs A N
Hunter Mr & Mrs J	Taylor F
Jackson Mr & Mrs J	Threlfall Mrs
Joseph J	Tourtelot Mrs E L
Kales T H	Tunda S
Kay W E	Underwood Mr & Mrs
Lambert Mrs	Mrs J H

Kingsclere Hotel.	
Fidler B E	Rawlinson R J
Filkins Miss D	Robertson Mr & Mrs
Forbes Mr & Mrs A	Mrs J
Forbes A	Sachse Mrs G
Fuller B E	Sheldon Mr & Mrs
Hardman A	Shields A L
Jacobs Mr & Mrs	Singer Mr & Mrs E
Logan W	Singer Mrs E
Luthra J H van G J	Percy Burn
Nixon F C	Wilson M J

Grand Hotel.	
Allen Mr & Mrs	Loxley W H
Andrews W J	Lowden R
Anker J C	Nixon A O
Archer Mr & Mrs	Omer T L
Craw Mr & Mrs	Raynolds C W
Dunrich A	Robertson D
LeDuc	Rooze F G
Grant J	Steen M G
James B	Todd O W
Johnson C	Turner C H
Kaylor A	Vede V D
Leur G W	Wright S H
Leon B	

Peak Hotel.	
Baxter H R	Lambert Eng Lieut
Bowler Mrs	and Mrs John
Buller P P	Lambert Miss
Carmichael Mr and Mrs	Linton A
Mrs H F	Marriott Mrs
Cartwright H A	Mitchell Mrs & Mrs
Caselli Mr & Mrs D	M V
C	Moss Mr & Mrs D K
Cary F W	Oliveira Mrs
Clair G	Parkin T L
Compton A C	Pountney H N
Cousland A	Frye Major R E
Darling Col R E	Ralphs Mr & Mrs E
Ellis E S	Sinclair A
Fahline Major	Skinner Miss
Hale Mr & Mrs B A	Stott C
Hall Col Gordon	Smith Mr & Mrs E G
Hansen W J	Smith Mr & Mrs A F
Hardman A	Squair Mrs
Hind B A	Tidall Mrs E W
Humphreys Mr	Tidall G
Johns Mr T J R	Trabin J A Mr & M
Jones Les	Varadon P
Kadoorie E	

NOTICE

NOTICE

BOY AND AMAH.—Mrs. Martyn Lobb would be glad to hear of good situations for her Boy and Amah, whom she has every reason to recommend. Apply 158 The Peak.

BRADLEY & Co., Ltd. Agents Cowie Harbour Coal Co., Ltd. Hongkong, 8th June, 1915.

NOTICES

THEO. VAFIADIS & Co.'s

IMPERIAL BOUQUETS - \$5.00 PER 100

EXTRA FINE (GRAND FORMAT) 4.40

CROWN PRINCE - 4.40

NON PLUS ULTRA - 3.30

SUPERFINE - 2.00

SOLE AGENTS:

HONGKONG CIGAR STORE.

THE WEEKLY TELEGRAPH.

CONTAINS ALL THE NEWS.

The most complete Mail Supplement in the Colony.

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at Home. Price per single copy.—25 cents. Annual Subscription.—\$13 (including postage \$17).

—PHOTOGRAPH—

The photograph on the current issue is a picture of Queen's College, Hongkong.

CONTENTS.

Day by Day	1—4	Concerning Simon, King of the Aro people.....	37—38
Steamers	5	On Account of the War.....	38
Passenger Lists	6	The Colony's Health	38
Hotel Lists	7	Sanitary Board	39—40
Correspondence	8	Hongkong Piers	40
The Courts	9—13	Enemies Expelled	41—42
Leading Articles	14—20	S.S. Oriental Sold	42
Notes and Comments	21—25	Prince of Wales' Fund	42
Special Articles	26—31	From A Hongkong Man's Letter	42
Sport	32	Local Examination Result	43
The New War Loan	33—34	Accident to Mr. B. W. Gray	43
Killed at the Front.....	34	Mr. H. E. Victor Safe.....	43
Shortland Examination Results	35	Commercial	44
Among the Chinese.....	35—36	Telegrams	
The Yellow Dragon.....	36		

NOTICES.

KEROSENE OIL.

We guarantee all kerosene oil sold by us to be pure and unadulterated.

Present price.—

"COMET."

\$3.85 per case ex store.

"WHITE ROSE."

\$4.25 per case ex store.

CHING CHEONG,

THE NEW FIRST SEA LORD.

A Specialist in Torpedo Warfare.

Although the name of Sir Henry Bradwardine Jackson is unfamiliar to the general public—he has in fact, only once commanded a group of ships at sea—he is an officer of very high scientific attainments who has filled many offices of great administrative importance, writes Mr. P. A. Hialam in the *Daily News*.

Admiral Jackson was born on January 21, 1855, and so is younger by fourteen years than Lord Fisher. He entered the Navy in December, 1888, and at first specialised in navigating duties; but the possibilities of the torpedo, which had only been invented in a very crude form in 1866, exercised something of a fascination over him, and he very soon transferred to that branch of the service. The only vessel to which he was appointed as a navigating officer was the old battleship *Agincourt*, and it is curious that Sir John Jellicoe, then also a lieutenant, was gazetted to the vessel on the same day, while another officer serving in the same ship was Midshipman H. F. Oliver, now a Rear-Admiral and Chief of the War Staff.

In September, 1881, Admiral Jackson was appointed to the *Vernon*, the Portsmouth torpedo school-ship, for a course of instruction, and for the following twenty years his attention was almost continuously devoted to this branch of the Navy's work. It should be pointed out that to specialise in the Navy as a torpedo officer involves much more than a knowledge of torpedoes. The torpedo officer of a modern ship is responsible for the efficiency of the whole of the electrical equipment of the vessel, so that a wide practical and theoretical acquaintance with electricity is demanded.

In the *Vernon*, Lieut. Jackson, as he then was, was associated with many officers holding high appointments to-day—Sir Frederick Sturdee, Sir K. T. Hamilton (Second Sea Lord), and Admiral Sir George Egerton (Commander-in-Chief at Devonport), among others. After completing his course, he was appointed torpedo lieutenant of the battleship *Alexandra*, flagship of Admiral Lord John Hay in the Mediterranean, and here his shipmates included the Hon. Stanley Colville, now holding an important command afloat, and Rear-Admiral (then midshipman) A. O. Leveson, recently in charge of the Operations Division of the War Staff.

In June, 1888, Lieutenant Jackson was appointed to command the special torpedo vessel *Vesuvius*, attached to the *Vernon* as an experimental vessel, and here he remained until January, 1890, when he was sent to Fiume "for torpedo service," being succeeded in the *Vesuvius* by the victor of the Falklands. Fiume was, of course, the home of the Whitehead torpedo.

On vacating command of the *Vesuvius*, Lieut. Jackson was advanced to the rank of Commander, and at the end of his service at Fiume he served for a short time in the battleship *Edinburgh*, in the Mediterranean. In February, 1894, he was again appointed to the *Vernon* "for service with committee on torpedo designs," and in the following January was gazetted to command the *Defiance* torpedo school-ship at Devonport, being promoted to the rank of Captain while holding this appointment. Among the officers of the *Defiance* at this time were Lieut. onants Robert Falcon Scott, of Antarctic fame, and Carlyon Bollaerts, now M.P. for Maidstone.

While in command of the *Defiance*, Captain Jackson devoted much attention to the subject of wireless telegraphy, and in scientific circles is properly regarded as one of the pioneers in that wonderful discovery, though the necessities of the service have prevented the full story of his work from being given to the world. It was for his services in this direction and in other matters connected with electrical physics that Captain Jackson was, in 1901, nominated to a fellowship of the Royal Society.

This was followed by a short period of service as naval attaché, and Captain Jackson was then

"ALL GOES WELL."

Mr. Churchill's Message to Japanese Navy.

London, May 30.

The following telegrams have passed between Vice-Admiral Yashiro, the Japanese Minister of Marine, and Mr. Churchill on the occasion of the latter's vacating the office of First Lord of the Admiralty:—

To the Right Hon. Winston L. Spencer Churchill, M.P.

During your occupation of the position of First Lord of the Admiralty the friendly relations between the British and Japanese Navies have been brought much more close and the co-operation of the Allied Navies, so harmoniously achieved since the outbreak of the present war, owes much to your efforts and I herewith express to you my hearty appreciation for the cordiality extended to the Japanese Navy during your service at the Admiralty.

To the Minister of Marine, Tokio.

I thank your Excellency sincerely for your kind telegram. The relations of comradeship and goodwill which have been established long before and during this war, not only between the British and Japanese Admiralties, but also between the officers and men of the two fleets will assuredly continue, and will be one of the strong links which unite the interests and sympathies of the two insular and maritime empires. All goes well.

WINSTON S. CHURCHILL.

appointed to command the *Vulcan*, a torpedo vessel on special service attached to the Mediterranean Fleet. One of his lieutenants in this ship was the present Captain Philip Dumas, who in 1908 was Naval Attaché in Berlin, served as one of the secretaries of Lord Fisher's Oil Fuel Commission, and is now Assistant Director of Torpedoes at the Admiralty. Captain Jackson himself became Assistant Director of Torpedoes after leaving the *Vulcan*, and then, in 1903, commanded the battleships *Cesar* and *Duncan* in the Mediterranean—where, it will be noted, the whole of his sea services was spent after reaching the rank of lieutenant.

In February, 1905, he came home to take up the appointment of Third Sea Lord and Controller of the Navy (an office in which he followed Sir William May, and was succeeded by Sir John Jellicoe). The Third Sea Lord's business is mainly concerned with the material of the Fleet, and it was while Rear-Admiral Jackson (he was advanced to flag rank in October, 1908) filled this office that two very notable advances were made in the material of the torpedo branch of the service. The first was the adoption of the Hardcastle torpedo, the invention of a naval engineer officer, which was a modification of the Whitehead, three inches greater in diameter, carrying a heavier charge, and capable of travelling much longer distances at higher speed. The second was the introduction of the "ocean-going" type of turbine-driven, oil-burning torpedo-boat destroyer—a type which has so completely justified itself in the present war.

Leaving the Admiralty in October, 1908, Rear-Admiral Jackson took command of the Sixth Cruiser Squadron—again in the Mediterranean—this being his only appointment afloat as a flag officer apart from *macondures*. In February, 1911, a month before his promotion to Vice-Admiral, Sir Henry Jackson—he received the K.C.V.O. on Nov. 9, 1908—took command of the Naval War College at Portsmouth, an appointment which, as its name implies, is of vast importance from the point of view of preparing our senior officers for war. After two years here he became Chief of the War Staff.

In this he was succeeded at the end of last July by Sir Frederick Sturdee, but since the outbreak of war his services have been constantly at the disposal of the Admiralty, his name being borne on the books of the President "for special service."

POST OFFICE.

The Harbour Office Telegraphs have been removed to the G.P.O.

Registered Letters to the Caroline, Ladrones, Pelew and Marshall Islands can now be accepted for transmission.

The Services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended.

MAILS DUE.

Siberia, Luchow, 7th inst.
America, ex Mongolia, Hakata M., 9th inst.
Australia, Taiyuan, 9th inst.

MAILS CLOSE TO-MORROW.

Straits, Ceylon, India via Bombay—Per CHOEN M., 7th inst. 9 a.m.
Formosa, North China Japan via Shanghai, Victoria, Vancouver, and U. Kingdom via Canada, Europe via Siberia—Per MONTAGLE, 7th July, 10 a.m.
Saigon—Per LAERTES, 7th July, 1 a.m.
Japan via Moji—KUMSANG 7th July 5 p.m.
Wol-hai-wol & Tientsin—Per CHIP-SHING, 7th July, 5 a.m.
Hohow & Halphong—Per LOKSANG 7th July, 5 p.m.

THURSDAY, 8th July.

Swatow, Amoy, & Formosa via Takao & Amoy—Per SOSURU MARU 8th July 9 a.m.
Hohow & Halphong—Per HONGKONG, 8th inst. 11 a.m.
Hollo—Per SUNGKIANG, 8th July, 11 a.m.
Formosa, Shanghai, N. China, Japan, via Korea, Victoria, B.C., Seattle, Wash., & U. Kingdom via Canada—Per YOKOHAMA M., 8th inst. 3 p.m.
Shanghai & North China—Per LIANG-CHOW, 8th July 3 p.m.
Philippine Is.—TEAN, 8th July, 3 p.m.

FRIDAY, 9th July.

Saigon—Per TELEMOCHUS, 9th inst. 1 p.m.
Swatow, Amoy, & Foochow—Per HAITAN, 9th July, 1.30 p.m.

SATURDAY, 10th July.

Japan via Moji, Honolulu, Hilo, Los Angeles, Salton, Calif., Panama, Calles, Africa, Iquique, Valparaiso & Coronal—Per KIVO M., 10th July, 11 a.m.

MONDAY, 12th July.

Swatow, Amoy & Foochow—Per HAITAN, 12th July, 1 p.m.

TUESDAY, 13th July.

Philippine Islands, Australia, New Zealand, New Guinea via Port Darwin, and New Guinea via Thursday Is.—Per TAI-YUEN, 13th July, 11 a.m.
Philippine Is.—Per CHINHUA, 13th July 3 p.m.
Shanghai, North China & Japan via Kobe—Per SUWA M., 13th July 9 a.m.

THURSDAY 15th July.

Straits, Ceylon, Maldives and London—Per KAMO M., 15th July, 11 a.m.

FRIDAY, 16th July.

Philippine Is., Australia, New Zealand, Tasmania, and New Guinea via Thursday Is.—Per NIKKO M., 16th July 3 p.m.

SATURDAY, 17th July.

Straits, Burma, Ceylon, Aden, India, Western Australia, India, Aden, Egypt, and Europe. The parcel mail will be closed on Thursday, 16th July, at 5 p.m.—Per SARDINIA, 17th July, Printed Matter and Samples 10 a.m. Registration 10.15 a.m. Registration 10.15 a.m. Letters 11 a.m.

TUESDAY, 22nd July.

Timor, Australia, Tasmania, New Zealand, via Port Darwin, New Guinea via Thursday Is.—Per EMPIRE, 22nd July, 10 a.m.

SHIPPING NEWS.

ARRIVED.

Kashgar, Br. s.s. 5,538, H. N. Rivers, 5th July—London, 18th May, Gen.—P. & O. S. N. Co.
Dairen Maru, Jap. s.s. 2,497, K. Nasu, 6th July—Moji, 29th June, General—O.S.K.
Anna, Norw. s.s. 1,017, A. Amlyen, 5th July—Mol, 29th June, Rice—T. & Co.
Tjilong, Duk. s.s. 3,061, A. Oldenburg, 5th July—Manila, 2nd July, Sugar—J.O.C.
Chingchow, Br. s.s. 1,185, Jas. Doyle, 5th July—Port Parrel, 1st July, General—S. T. Co.
Teigtau Maru, Jap. s.s. 1,539, K. Yamada, 5th July—Chingwantao, 26th June, Coal—D. & Co.
Wingang, Br. s.s. 1,269, Ljehenan, 7th July—Hongay, 3rd July, Coal—J. M. & Co.

DEPARTED.

July 5.

S. Richmers for Singapore
Eiger for Canton
Tungshan for Canton
Providence for Bangkok
Takang for Halphong
On Chai for Canton
Sikai Maru for Manila via Saigon
Merionath for Seattle via Shanghai
Borneo Maru for Moji
Cheonghing for Tientsin via W. H. Wei
Japan for Yokohama via Shanghai

CLEARANCES AT THE HARBOUR OFFICE.

July 5.

Sochu Maru for Canton
Sulka for Kwang-chow-wan

July 6.

Tonglee for Halphong
Changchow for Bangkok via Swatow
Kwangang for Shanghai via Swatow
Iyo Maru for Singapore & Bombay
Loongsang for Manila
Anhui for Shanghai
Chungking for Shanghai
Kashgar for Yokohama via Shanghai
Chingchow for Port Parrel
Haiman for Foochow via Swatow
Wakamatsu Maru for Canton
Helios for Bangkok via Halphong

PASSENGERS ARRIVED.

Per s.s. Kashgar from Colombo etc.—Mrs A. C. Black, Mrs. Winton, F. James, Rev A. T. A. Lan, Rev. Kiang, Rev J. B. Kan, S. T. Thon, F. C. Hallam, Nakahara, Mong Min, Tong Ping, J. N. McLeod, G. F. A. Parber, George Jardiner, Crowder, Lee Davies, P. Groves, P. Roper, Price, Lowe, Ellis, B. B. Jenson, Tan Hian Thee, Mr & Mrs Thong Phin, Dodd, Y. O. Hon, J. B. Hugh, Mr & Mrs C. L. Lock.

Per s.s. Tjilong from Manila—M. G. Hanson, Mrs. Miss Hanson.

WATER RETURN.

Level and Storage of water in Reservoirs on the 1st June, 1915.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Total consumption in the City and Hill District in millions of gallons during the month of May, 1915.

KOWLOON WATER WORKS LEVEL.

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Total consumption in the Kowloon District in millions of gallons during the month of May, 1915.

Oysters, Fresh, Fried or Stewed
Findon Haddocks, Kippers &c.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 6th at 10.45—Pressure has decreased slightly over N. Japan, and slight to moderate increases are general elsewhere. It is highest over S. Manchuria and relatively low over S. China. The northern depression has moved from the Eastern Sea to S. Japan.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.83 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.
1 Hongkong and Neighbourhood. S.W. winds, moderate, squally, generally some rain.
2 Formosa Channel. S. winds, moderate.
3 South coast of China between H.K. and Lamock. The same as No. 1.
4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register, 6th July, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Wootock	7a	29.73	57	70	se	3 b	
Kowloon	6a	29.73			se	3	
Hakodate		29.77			se	2	
Tokio		29.71			se	0	
Kobe		29.62			se	0	
Nagasaki		29.70			se	1	
Kagima		29.65			se	1	
Oshima		29.73			se	1	
Naha		29.77			se	1	
Luhjins		29.80			se	1	
Bonin Is.		29.73			se	3	
Chefoo							
Whaiwei		29.78	65	84	se	2 b	
Hankow							
Ichang							
Chungking							
Shanghai		29.70	73	98	se	1 of	
Outaloff		29.68	73	se	6 ov		
Sharp P.	7a	29.66	77	87	se	3 b	
Amoy	6a	29.73	79	91	sw	1 c	
Swatow		29.72	75	94	se	0 b	
Taiharu	5a	29.72	75	94	se	0 o	
Tainan		29.74	77	se	4 b		
Koehun		29.71	79	se	4 o		
Pdoree		29.63	78	95	se	1 o	
Canton	6a	29.63	84	93	sw	5 opq	
H'kong		29.63	79	83	se	2 r	
Cap Hook		29.63	79	83	se	2 r	
Vuchow	5a						
Fakhoi							
Hohow							
Phullen	6a	29.60	81	87	sw	2 r	
Tounean		29.71	83				
C. St. J.		29.81	79	sw	2 o		
Agart		29.79	79	sw	3 b		
Dagupan		29.79	78	83	se	0 b	
Manila		29.81	79	86	se	1 o	
Lagapri		29.80	77	82	se	0 b	
Tacloban							
Iloilo		29.80	77	88	sw	2 b	
Surgiao							
Lanuan							

C. W. JEFFRIES, Director.

Hongkong Observatory, July 6.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation. The humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew, wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day on date On date at p.m. at 4 a.m. at p.m.
Barometer 29.73 29.70 29.72
Temperature 82 84 81
Humidity 91 83 87
Wind Direction SE SW WSW
Force 3 5 3
Weather oq opq opq
Rain 0.05
Highest open air temperature on the 5th 85
Lowest 77
H.K. Observatory, 6th July.
C. W. JEFFRIES, Director.

TIDE TABLE.

5th July to 11th July, 1915.

Day	High Water	Low Water	Time of Day	Time of Day
Mon	4.45	10.15	10.15	10.15
Tues	4.45	10.15	10.15	10.15
Wed	4.45	10.15	10.15	10.15
Thurs	4.45	10.15	10.15	10.15
Fri	4.45	10.15	10.15	10.15
Sat	4.45	10.15	10.15	10.15
Sun	4.45	10.15	10.15	10.15

m morning, a afternoon

MAIL STEAMERS.

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
SHANGHAI, MOJI, KOBE AND YOKO-HAMA	Kashgar Capt. H. N. Rivers R.N.R.	7th July	Freight & Passage
SHANGHAI	Capt. A. L. Valentini	15th July	Freight & Passage
LONDON via Usual Ports	Sardinia Capt. J. T. Jeffery	17th July	Freight & Passage
LONDON via S'pore, Penang, Colombo, Port Said and Marseilles	Kashgar Capt. H. N. Rivers R.N.R.	30th July	Freight & Passage

Subject to alteration without notice.

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E. A. Hewitt,

Superintendent

P. & O. S. N. Co.'s office, Hongkong, 6th July, 1915

PACIFIC MAIL S.S. CO.

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PERSIA (via Manila) TUESDAY, 3rd Aug. at noon.

KOREA TUESDAY, 10th Aug. at 1 p.m.

SIBERIA TUESDAY, 17th Aug. at 1 p.m.

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For NEW YORK and BOSTON via SUEZ CANAL.

The s.s. "ECREMONT CASTLE"

sailing hence on or about 13th July.

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Hongkong, 5th July, 1915.

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The s.s. "GLEN TURRET"

Captain F. T. Jones, will be despatched for the above ports on or about 20th July.

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Hongkong 6th July, 1915

Agents

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